



**No.1**

# 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.

# SIGNALLING RECORD SOCIETY

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

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**


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

SIGNALLING AND PERMANENT WAY ALTERATIONS

\* \*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 yellow 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 secured out of use together with associated signalling. (4)

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.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued  
DETAILS 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 of use.

DETAILS OF WORK ALREADY CARRIED OUT

GAILLES LC - The AHB installation has been recommissioned and the temporary arrangements withdrawn.

The crossing has been equipped with controls to avoid the necessity of appointing a crossing keeper to operate the crossing locally for wrong direction movements or during single line working. A speed restriction of 40 mph applies to all movements which pass over the crossing in the wrong direction.


The following signs have been provided :-

Up direction - a 40 mph speed restriction sign applicable to Up direction movements on the Down Main in the cess of the Down Main, on the right of drivers, 815 yards from the crossing.

Down direction - a 40 mph speed restriction sign applicable to Down direction movements on the Up Main in the cess of the Up Main, on the right of drivers, 842 yards from the crossing.

See Section D of this Notice. (2)

BRAIDHURST - The 2 lever ground frame controlling movements between the Wagon Works and the Departure line has been removed and the associated points secured out of use pending removal. (2)

\* \*GARTCOSH JN - The Down Main Section signal has been provided with a  sign. (1)  
 \*

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

NEWBRIDGE JN - BATHGATE RESIGNALING (INTERIM) - The work described and illustrated in the Special Notice entitled NEWBRIDGE JN - BATHGATE RESIGNALING (INTERIM), dated March, 1986, has been introduced. Stations and Depots with trainmen working through the area concerned not having received the Special Notice must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2716/2603). (2)

Refer Special Notice dated March, 1986.

DESCRIPTION OF SCHEME

Add:-

Bathgate Central signal box will be renamed Bathgate Yard and will work to Carmondean Jn box on the Single Freight line only. Bathgate Yard box will have no control over movements on the Single Passenger line between Bathgate station and Carmondean Jn.

RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application To or Towards
CD583	Main	-	Notice board at Bathgate Yard (2)

\* \*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)

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

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	(11½MP to 23MP)	
Carstairs South Jn to Haymarket East Jn	(82MP to 95MP)	
Edinburgh Waverley to Glasgow Queen St	(32MP to 36½MP)	
Dalmeny Jn to Kirkcaldy	(8MP to 26MP)	(17/3/86)

REFLECTORISED PSR SIGNS

Refer PON 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 :-

1. 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.
2. 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)

**No.4**

# WEEKLY OPERATING NOTICE

**CONTAINING**  
**TEMPORARY SPEED RESTRICTIONS**  
**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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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). (6)

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.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedGLENFINNAN - 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.

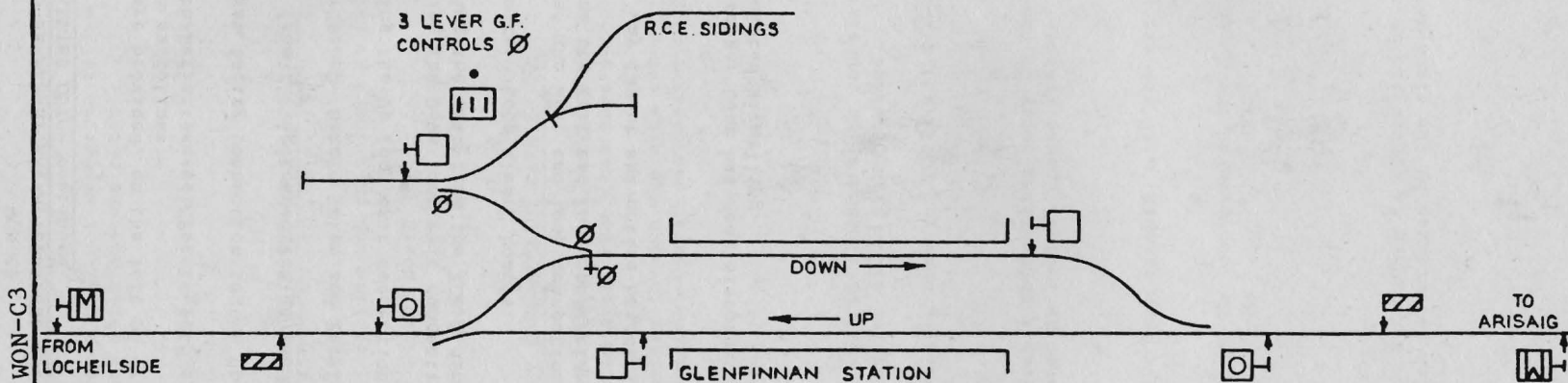
(6)

\* BO'NESS - The Down Passenger Loop has been disconnected and temporarily secured out of

\* use together with associated signalling.





(4)

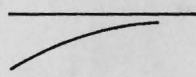
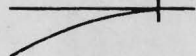
GLENFINNAN  
RATIONALISATION OF SIGNALLING



WON-C3

EXPLANATION OF SYMBOLS.

-  DISTANT BOARD
-  YELLOW LIGHT WITH POINT SET SIGN.
-  NOTICE BOARD WORDED "STOP OBTAIN TOKEN & PERMISSION TO PROCEED"
-  LOOP CLEAR MARKER.

-  TRAIN OPERATED POINTS.
-  HAND OPERATED POINTS.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
MISCELLANEOUS 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 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 Corroul is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have not been installed. Instead, stop boards have been provided and the loop points converted to ground frame operation. Electric Token Block working will continue to apply.

In this connection, additions and modifications to the Sectional Appendix, Section 3 and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply and will be published herein.

Details of all such loop conversions will be published in the usual manner together with a supporting sketch outlining the arrangements.

As of this date, the undernoted crossing loops have been converted:-

Garelochhead  
 Glen Douglas  
 Arrochar and Tarbet  
 Ardlui  
 Crianlarich  
 Tyndrum Upper  
 Bridge of Orchy  
 Rannoch  
 Corroul  
 Tulloch  
 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)

**No.5****WEEKLY OPERATING NOTICE**

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

**SATURDAY 26 APRIL**

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.

GLASGOW

**J M SUMMERS**  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

UDDINGSTON - 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). (6)

Refer Special Notice dated April, 1986

Page 5 - NOTEAdd:-

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.

M56

**No.6**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 3 MAY**

to

**FRIDAY 9 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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)

UDDINGSTON - 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). (6)

Refer Special Notice dated April, 1986

Page 5 - NOTEAdd:-

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:-

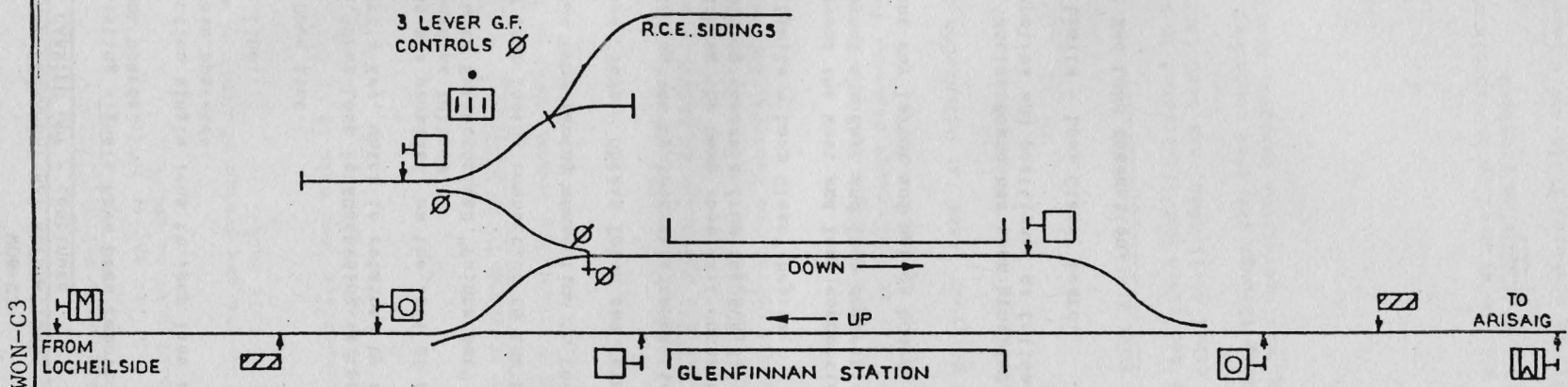
Reflectorised "Station Limits - Loop Clear" board.

300 yards from the East End Loop connection.

(7)







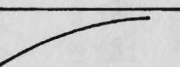

GLENFINNAN  
RATIONALISATION OF SIGNALLING



WON-C3

EXPLANATION OF SYMBOLS.

-  DISTANT BOARD
-  YELLOW LIGHT WITH POINT SET SIGN.
-  NOTICE BOARD WORDED "STOP. OBTAIN TOKEN & PERMISSION TO PROCEED"
-  LOOP CLEAR MARKER.

-  TRAIN OPERATED POINTS.
-  HAND OPERATED POINTS.

1756



**No.7**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 10 MAY**  
to  
**FRIDAY 16 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 11 MAY - BETWEEN ELDERSLIE AND BOGSIDE - The undernoted signal routes will be commissioned :-

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication where provided</u>	<u>Application To or Towards</u>
<u>Up Ayr</u>			
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
<u>Down Ayr</u>			
PG190	Main	-	PE174
PG212	Main	-	PG198
	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
<u>Brownhill UPL</u>			
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main	-	PK225
<u>Glengarnock UGL</u>			
PG187	Main	X	PG191
<u>Brownhill DPL</u>			
PG202	Main	-	PG190
<u>Down Largs</u>			
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*

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

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 :-


Hunterston - 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. (10)

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

\* \* UDDINGSTON - 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). (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)

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)

- \* \* 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)

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

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 Corroul is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have not been installed. Instead, stop boards have been provided and the loop points converted to ground frame operation. Electric Token Block working will continue to apply.

In this connection, additions and modifications to the Sectional Appendix, Section 3 and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply and will be published herein.

Details of all such loop conversions will be published in the usual manner together with a supporting sketch outlining the arrangements.

**No.8**

# 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS 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
<u>Up Ayr</u>			
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
<u>Down Ayr</u>			
PG190	Main	-	PE174
PG212	Main	-	PG198
	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
<u>Brownhill UPL</u>			
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main	-	PK225
<u>Glengarnock UGL</u>			
PG187	Main	X	PG191
<u>Brownhill DPL</u>			
PG202	Main	-	PG190
<u>Down Largs</u>			
PK232	Main	Position 4 Junction Indicator	PG212

The above routes provide for reversible working between designated locations.  
See Section D of this Notice. (10)

\* \* 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)

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)

\* \* 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  
MISCELLANEOUS 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

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)

WEST HIGHLAND AND OBAN LINES

Prior to commissioning of Radio Electronic Token Block signalling on the above lines of route, crossing loops will be progressively converted to final RETB specifications. This will entail the removal of all existing signals, with the exception of the reflectorised distant boards, and provision of train - operated loop points, "Points Set" indicators, Stop boards and "Loop Clear" markers. Electric Token Block working will continue to apply meantime.

It should be noted that, so far as Corroul is concerned, train - operated points "Points Set" indicators and "Loop Clear" markers have not been installed. Instead, stop boards have been provided and the loop points converted to ground frame operation. Electric Token Block working will continue to apply.

In this connection, additions and modifications to the Sectional Appendix, Section 3 and the General Appendix instructions "Single Lines Worked by Electric Token - Instructions to Trainmen" will apply and will be published herein.

Details of all such loop conversions will be published in the usual manner together with a supporting sketch outlining the arrangements.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS INSTRUCTIONS - continuedWEST 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  
 Corroul  
 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 repositioned 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 TROLLEY1. 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.



**No.9**

# 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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).

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. (10)

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

Signal	Aspect	Route Indication where provided	Application To or Towards
<u>Up Ayr</u>			
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
<u>Down Ayr</u>			
PG190	Main	-	PE174
PG212	Main	-	PG198
	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
<u>Brownhill UPL</u>			
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main	-	PK225
<u>Glengarnock UGL</u>			
PG187	Main	X	PG191
<u>Brownhill DPL</u>			
PG202	Main	-	PG190
<u>Down Largs</u>			
PK232	Main	Position 4 Junction Indicator	PG212

The above routes provide for reversible working between designated locations.  
See Section D of this Notice.

(10)

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)

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

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)





M56

No. 10

# WEEKLY OPERATING NOTICE

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

SATURDAY 31 MAY  
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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 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)

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

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
<u>Up Ayr</u>			
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
<u>Down Ayr</u>			
PG190	Main	-	PE174
PG212	Main	-	PG198
	Main	Position 4 Junction Indicator	PG202
PE171	Main	Position 4 Junction Indicator	PG183
<u>Brownhill UPL</u>			
PG194	Main	Position 4 Junction Indicator	PG190
PG203	Main	-	PK225
<u>Glengarnock UGL</u>			
PG187	Main	X	PG191
<u>Brownhill DPL</u>			
PG202	Main	-	PG190
<u>Down Largs</u>			
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 :-

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.

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. (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)

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).

M 56



**No.11**

# 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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 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 subsidiary 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)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS 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)

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 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). (11)

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

BARRY WEST - Electrification 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. (13)

\* \* 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.

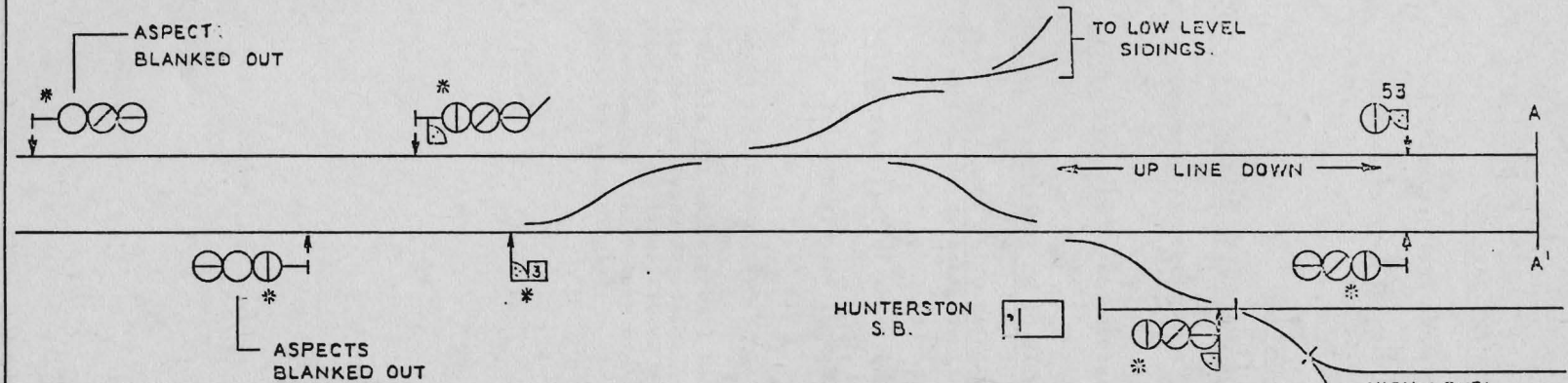
A 25/50 mph Speed Restriction Board, on the left of Drivers, 580 yards from the crossing.

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

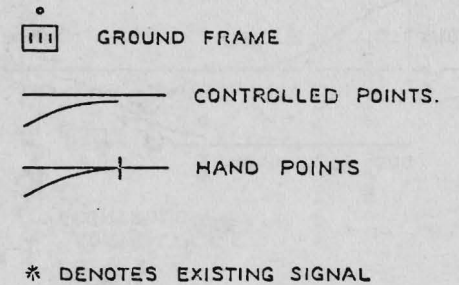
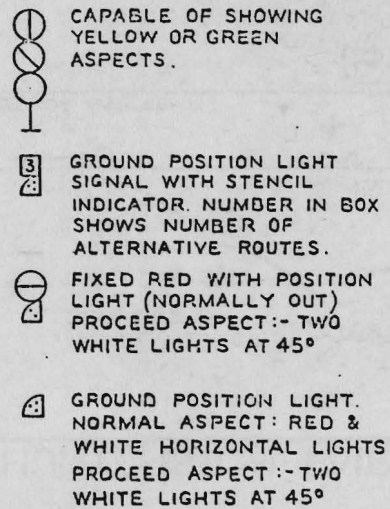
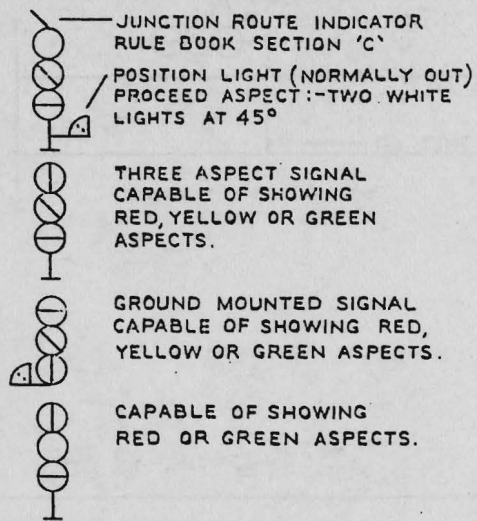
Crossing illumination is provided by means of lamp units situated on the same posts as the Drivers' white lights. The crossing illumination is operated automatically day and night. (11)



# HUNTERSTON-FAIRLIE

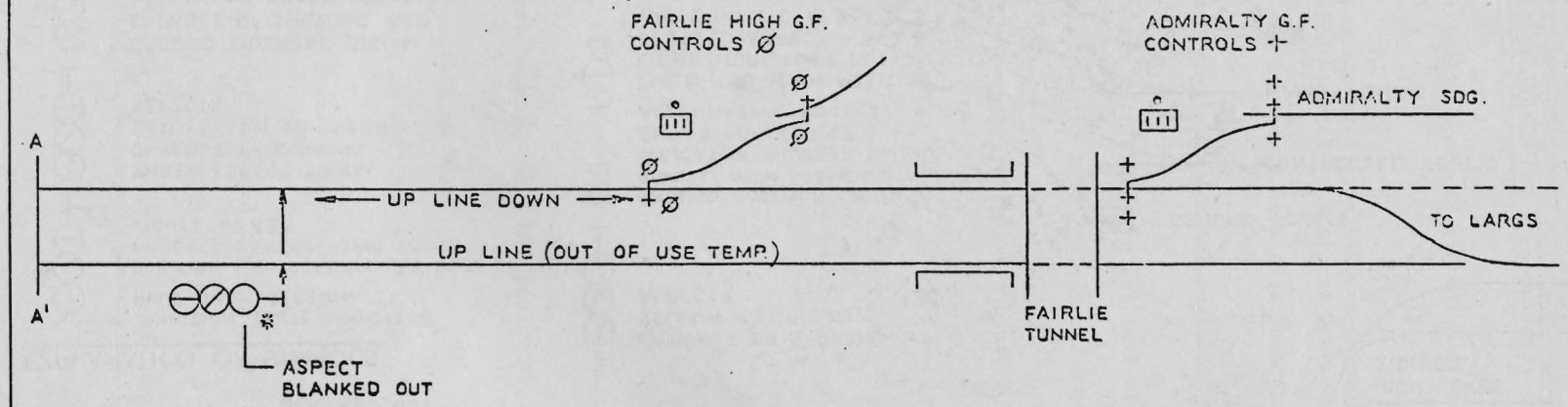


## EXPLANATION OF SYMBOLS



MAG-CH

# HUNTERSTON-FAIRLIE



MS 005 - C 5

**No.12****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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 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  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)

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)

\* \* 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)

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 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.

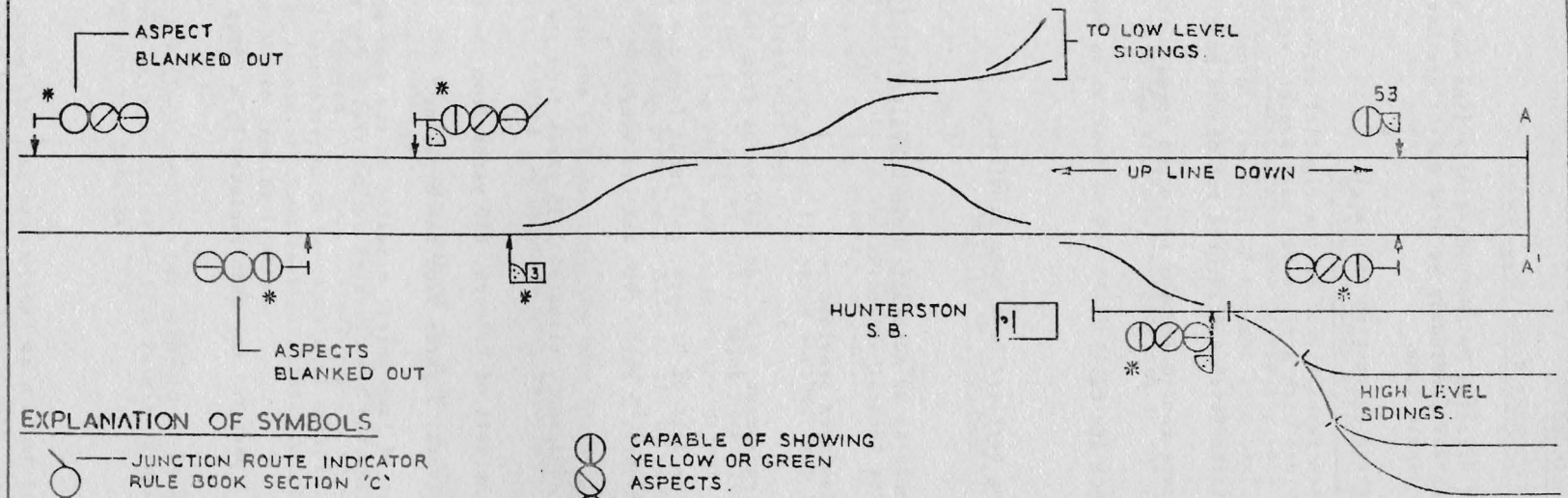
A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the crossing.

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. (13)





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




# HUNTERSTON-FAIRLIE



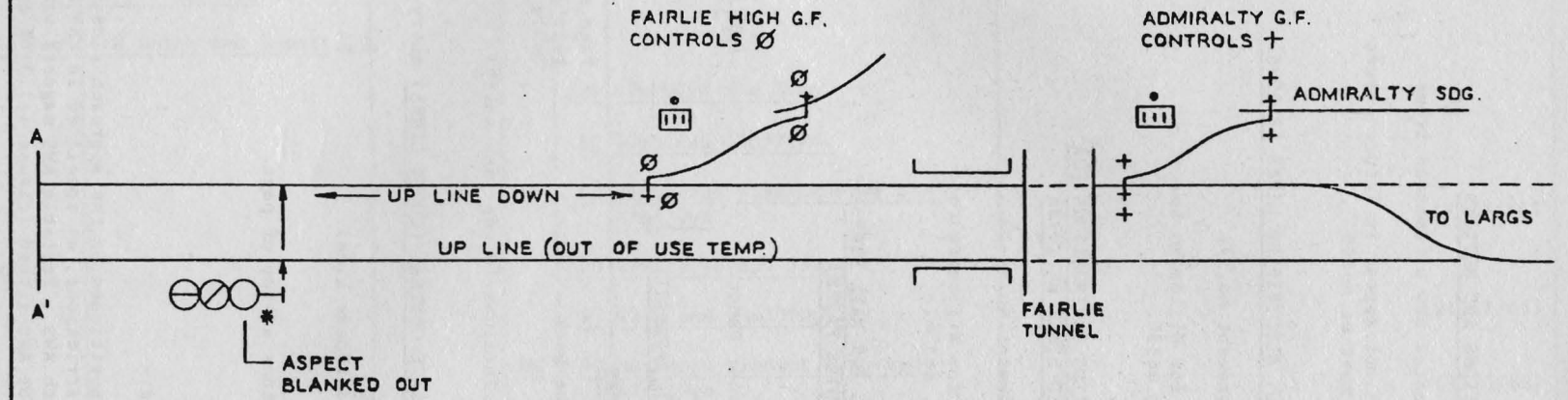
## EXPLANATION OF SYMBOLS

-  JUNCTION ROUTE INDICATOR  
RULE BOOK SECTION 'C'
-  POSITION LIGHT (NORMALLY OUT)  
PROCEED ASPECT:- TWO WHITE  
LIGHTS AT 45°
-  THREE ASPECT SIGNAL  
CAPABLE OF SHOWING  
RED, YELLOW OR GREEN  
ASPECTS.
-  GROUND MOUNTED SIGNAL  
CAPABLE OF SHOWING RED,  
YELLOW OR GREEN ASPECTS.
-  CAPABLE OF SHOWING  
RED OR GREEN ASPECTS.

-  CAPABLE OF SHOWING  
YELLOW OR GREEN  
ASPECTS.
-  GROUND POSITION LIGHT  
SIGNAL WITH STENCIL  
INDICATOR NUMBER IN BOX  
SHOWS NUMBER OF  
ALTERNATIVE ROUTES.
-  FIXED RED WITH POSITION  
LIGHT (NORMALLY OUT)  
PROCEED ASPECT:- TWO  
WHITE LIGHTS AT 45°
-  GROUND POSITION LIGHT  
NORMAL ASPECT: RED &  
WHITE HORIZONTAL LIGHTS  
PROCEED ASPECT:- TWO  
WHITE LIGHTS AT 45°

-  GROUND FRAME
-  CONTROLLED POINTS.
-  HAND POINTS
- \* DENOTES EXISTING SIGNAL

# HUNTERSTON-FAIRLIE



10000 - 104

**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.**



**No.13****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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

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  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)

\*

\* \* 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.

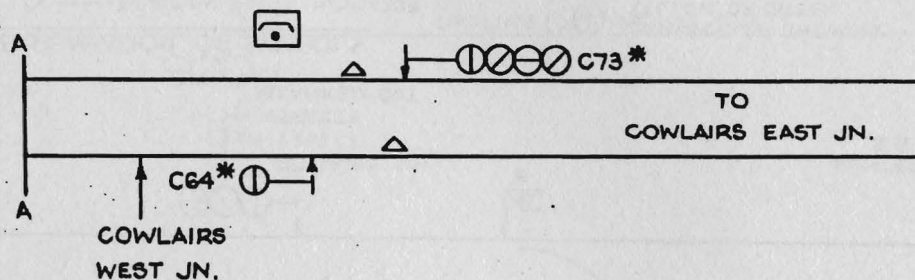
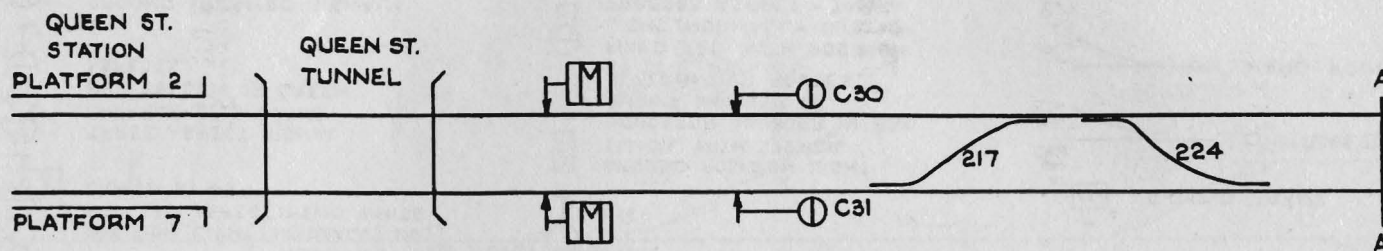
A 30/55 mph Speed Restriction Board, on the left of Drivers, 650 yards from the crossing.

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. (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

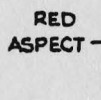


EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS



CAPABLE OF  
DISPLAYING RED  
ASPECT ONLY



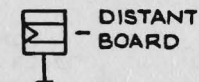
CAPABLE OF  
DISPLAYING RED,  
YELLOW, DOUBLE YELLOW  
OR GREEN ASPECTS

POINTS

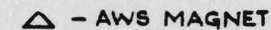


HAND OPERATED

MISCELLANEOUS



DISTANT  
BOARD

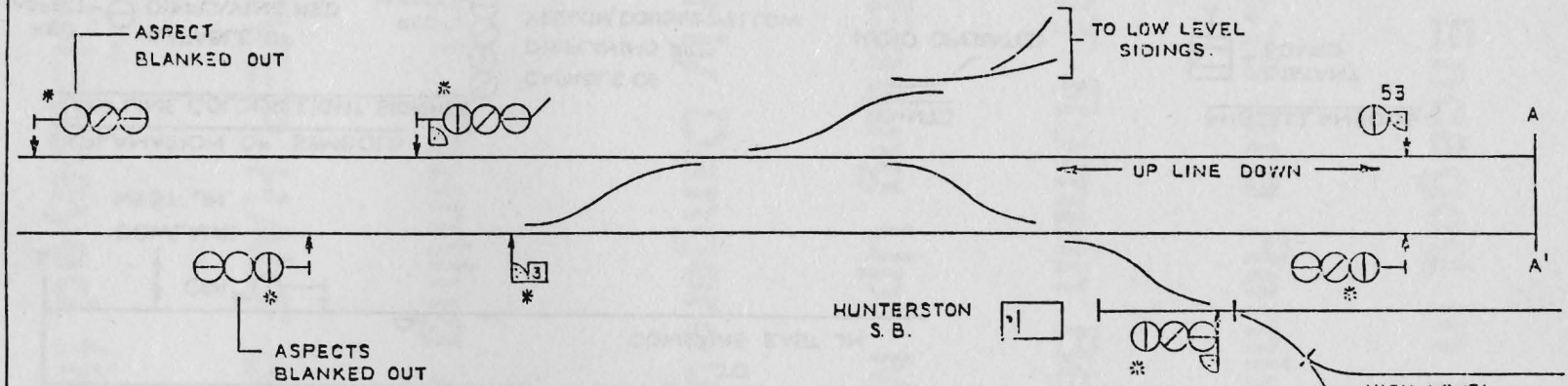


- AWS MAGNET






\* - EXISTING SIGNAL





MON-C-3


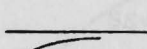
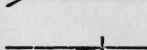
# HUNTERSTON-FAIRLIE



## EXPLANATION OF SYMBOLS

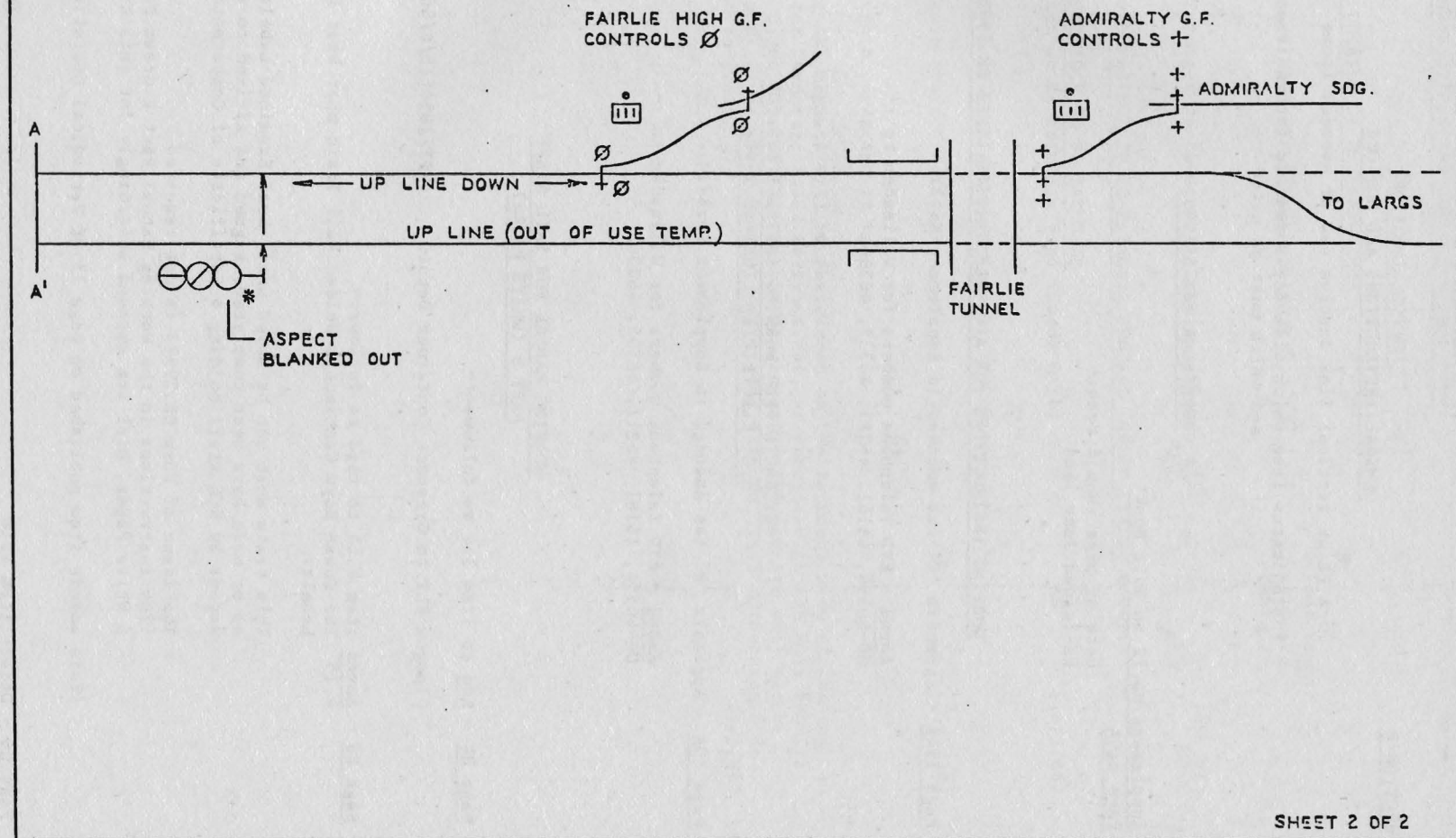
-  JUNCTION ROUTE INDICATOR  
RULE BOOK SECTION 'C'
-  POSITION LIGHT (NORMALLY OUT)  
PROCEED ASPECT:-TWO WHITE  
LIGHTS AT 45°
-  THREE ASPECT SIGNAL  
CAPABLE OF SHOWING  
RED, YELLOW OR GREEN  
ASPECTS.
-  GROUND MOUNTED SIGNAL  
CAPABLE OF SHOWING RED,  
YELLOW OR GREEN ASPECTS.
-  CAPABLE OF SHOWING  
RED OR GREEN ASPECTS.

-  CAPABLE OF SHOWING  
YELLOW OR GREEN  
ASPECTS.
-  GROUND POSITION LIGHT  
SIGNAL WITH STENCIL  
INDICATOR NUMBER IN BOX  
SHOWS NUMBER OF  
ALTERNATIVE ROUTES.
-  FIXED RED WITH POSITION  
LIGHT (NORMALLY OUT)  
PROCEED ASPECT:- TWO  
WHITE LIGHTS AT 45°
-  GROUND POSITION LIGHT.  
NORMAL ASPECT: RED &  
WHITE HORIZONTAL LIGHTS  
PROCEED ASPECT:- TWO  
WHITE LIGHTS AT 45°

-  GROUND FRAME
-  CONTROLLED POINTS.
-  HAND POINTS
- \* DENOTES EXISTING SIGNAL

SHEET 1 OF 2

# HUNTERSTON-FAIRLIE



1005-05

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

Page 68

Calton North and South tunnels - Down line Marker lightsDelete:-

Final Paragraph

(30/11/85)

Page 72

MILLERHILL UP AND DOWN YARDSAdd:-

Millerhill RCE Reclamation Depot - A road vehicle (JCB) may be used to shunt rail vehicles within the depot provided the undernoted conditions are complied with:-

- 1) Not more than two rail vehicles may be moved at any one time.
- 2) Such movements must be confined within the sidings designated for use by the Reclamation Depot.
- 3) Movements to be made at a speed not exceeding 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 COLLIERYLoading of merry-go-round coal trains for Cockenzie Power StationParagraph 1 Delete:-

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

Page 73

Paragraph 5 Amend 1st sentence to read:-

Propelling of a loaded train is controlled by signal 3.

A GREEN aspect indicates signal M108 has been cleared and the line is clear to the Loanhead branch loop, while a YELLOW aspect indicates signal M108 is at danger. (22/2/86)

Page 76

DUNDEE TAY BRIDGEAdd:-

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 YARDAdd:-

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  
MISCELLANEOUS 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

UNTIL FURTHER NOTICE - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporary 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)





**No.14**

# 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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)

**No.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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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)

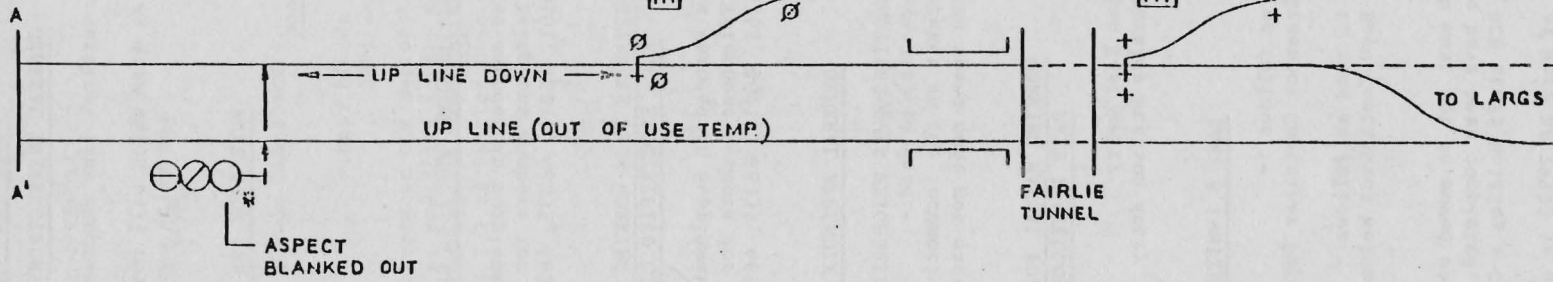


# HUNTERSTON-FAIRLIE

FAIRLIE HIGH G.F.  
CONTROLS Ø

ADMIRALTY G.F.  
CONTROLS +

ADMIRALTY SDG.



WON-C-3

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)

THORNTON YARDDeparting 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

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)

DINGWALL

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

Authority for Down trains to proceed

(21/6/86)

**No.16****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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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)

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.

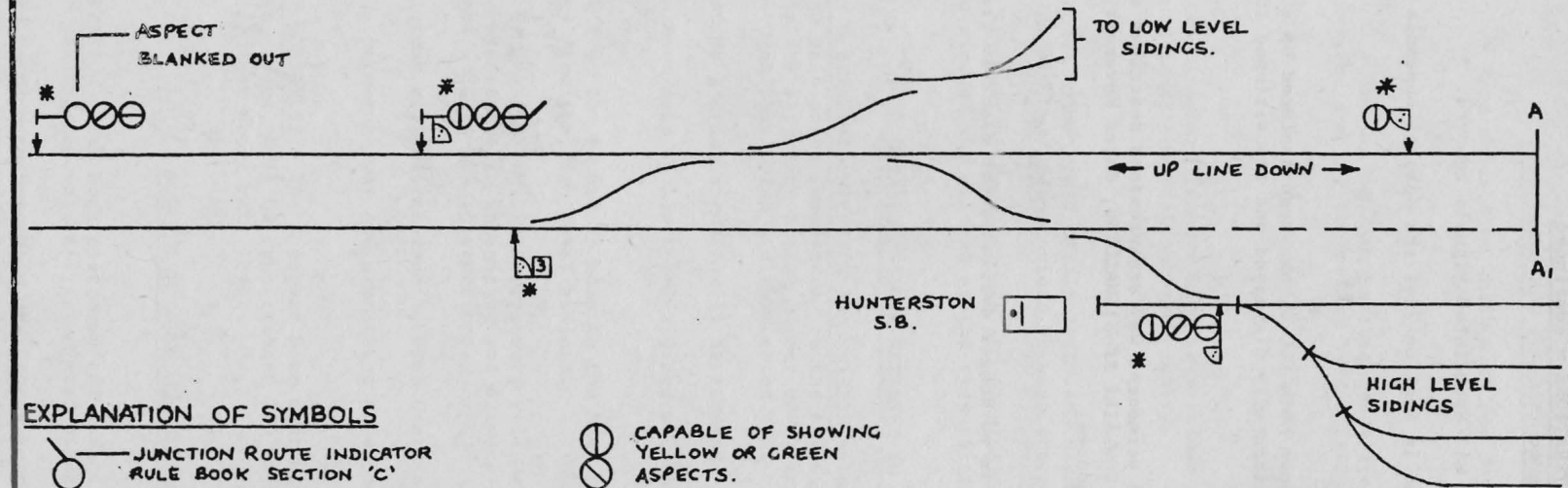
An Automatic half-barrier (AHB) as described in Section 7 of the General Appendix has been commissioned. (17)

\* \* 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)





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




# HUNTERSTON-FAIRLIE



## EXPLANATION OF SYMBOLS

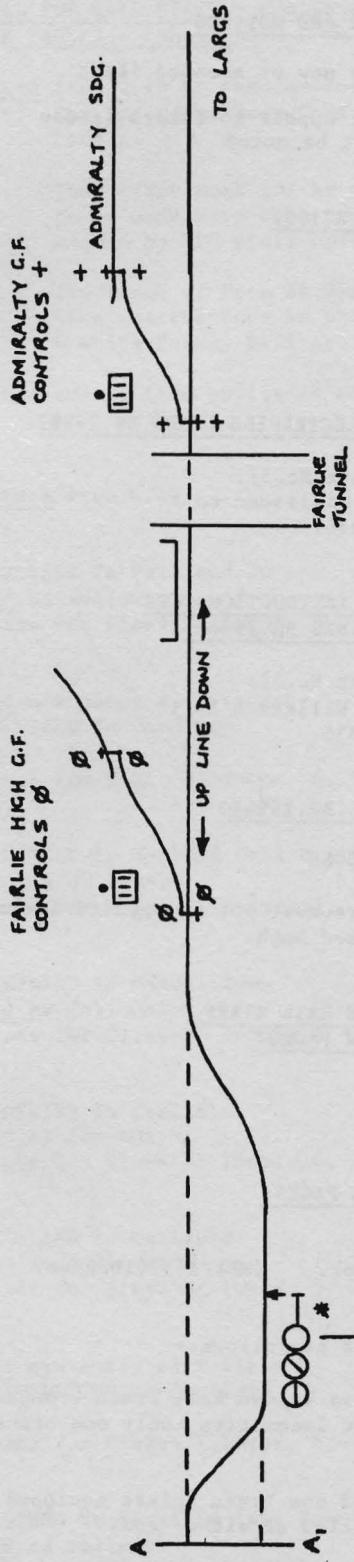
-  JUNCTION ROUTE INDICATOR  
RULE BOOK SECTION 'C'
-  POSITION LIGHT (NORMALLY OUT)  
PROCEED ASPECT:-TWO WHITE  
LIGHTS AT 45°
-  THREE ASPECT SIGNAL  
CAPABLE OF SHOWING  
RED, YELLOW OR GREEN  
ASPECTS.
-  GROUND MOUNTED SIGNAL  
CAPABLE OF SHOWING RED,  
YELLOW OR GREEN ASPECTS.
-  CAPABLE OF SHOWING  
RED OR GREEN ASPECTS.

-  CAPABLE OF SHOWING  
YELLOW OR GREEN  
ASPECTS.
-  GROUND POSITION LIGHT  
SIGNAL WITH STENCIL  
INDICATOR. NUMBER IN BOX  
SHOWS NUMBER OF  
ALTERNATIVE ROUTES.
-  FIXED RED WITH POSITION  
LIGHT (NORMALLY OUT)  
PROCEED ASPECT:-TWO  
WHITE LIGHTS AT 45°
-  GROUND POSITION LIGHT.  
NORMAL ASPECT:-RED &  
WHITE HORIZONTAL LIGHTS  
PROCEED ASPECT:-TWO  
WHITE LIGHTS AT 45°

-  GROUND FRAME
-  CONTROLLED POINTS
-  HAND POINTS
- \* DENOTES EXISTING SIGNAL

MOM-C3

# HUNTERSTON-FAIRLIE



WON-C4

SEC  
At

HAY  
MON

343

MON

344

TUE

345

346

TU

347

WE

348

TH

349

TH

UN

350

S

351



# 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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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.

GLASGOW

**J M SUMMERS  
REGIONAL OPERATIONS MANAGER**

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

COWLAIRS - The stencil route indicator associated with signal C1, 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 illustrated 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 - continuedDETAILS 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).

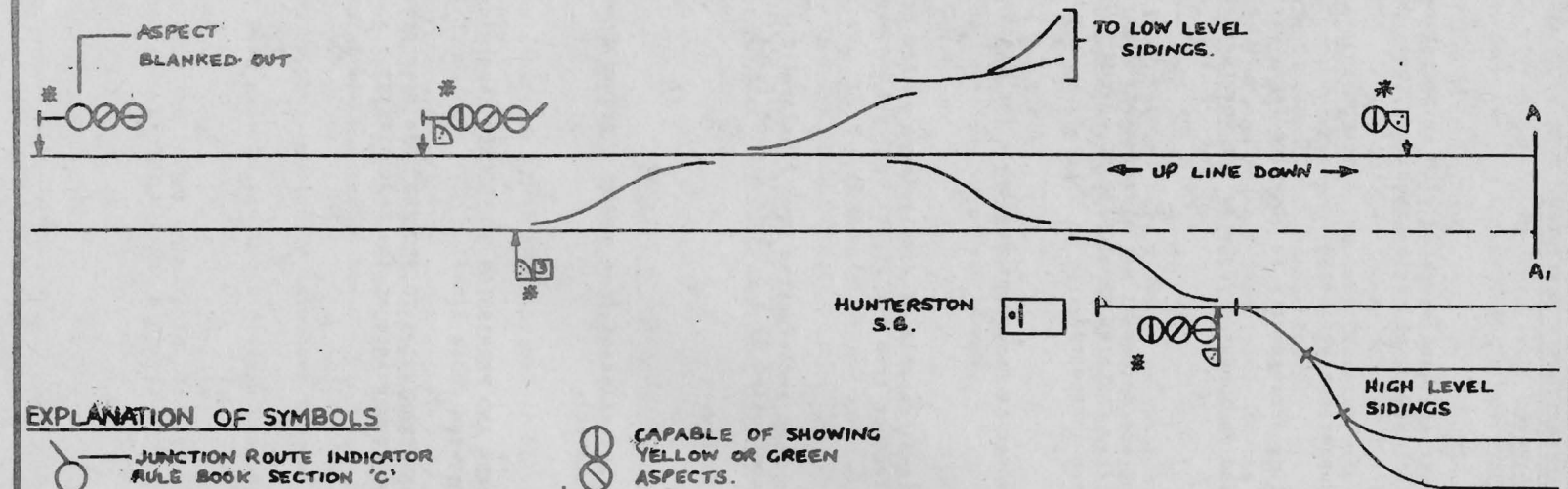
Lever 3 : Points.

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)



# HUNTERSTON-FAIRLIE



## EXPLANATION OF SYMBOLS

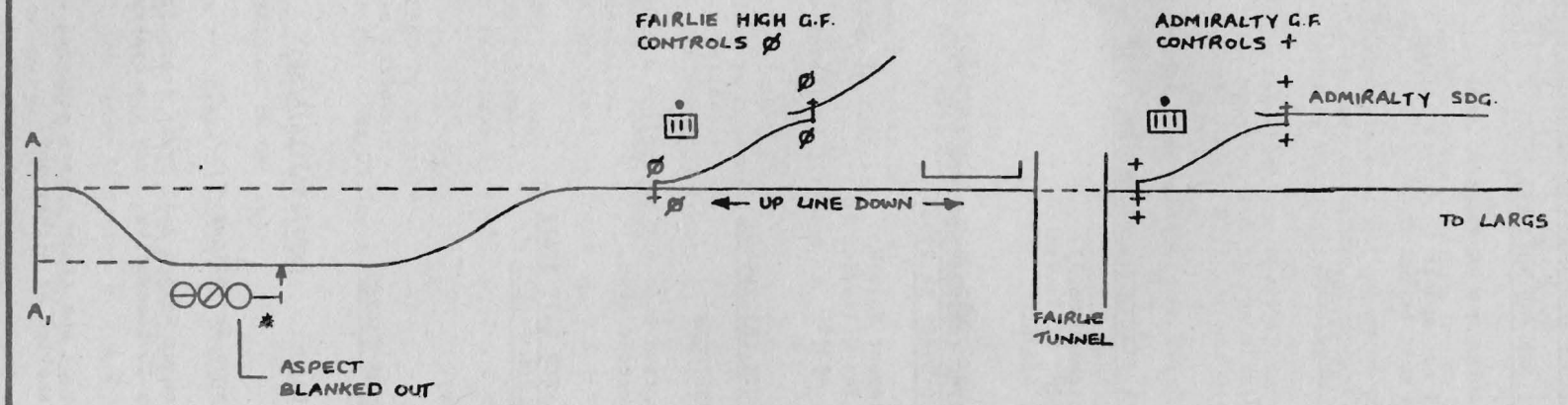
- JUNCTION ROUTE INDICATOR  
RULE BOOK SECTION 'C'
- POSITION LIGHT (NORMALLY OUT)  
PROCEED ASPECT:-TWO WHITE LIGHTS AT 45°
- THREE ASPECT SIGNAL  
CAPABLE OF SHOWING  
RED, YELLOW OR GREEN  
ASPECTS.
- GROUND MOUNTED SIGNAL  
CAPABLE OF SHOWING RED,  
YELLOW OR GREEN ASPECTS.
- CAPABLE OF SHOWING  
RED OR GREEN ASPECTS.

- CAPABLE OF SHOWING  
YELLOW OR GREEN  
ASPECTS.
- GROUND POSITION LIGHT  
SIGNAL WITH STENCIL  
INDICATOR. NUMBER IN BOX  
SHOWS NUMBER OF  
ALTERNATIVE ROUTES.
- FIXED RED WITH POSITION  
LIGHT (NORMALLY OUT)  
PROCEED ASPECT:-TWO  
WHITE LIGHTS AT 45°
- GROUND POSITION LIGHT.  
NORMAL ASPECT:-RED &  
WHITE HORIZONTAL LIGHTS  
PROCEED ASPECT:-TWO  
WHITE LIGHTS AT 45°

- GROUND FRAME
- CONTROLLED POINTS
- HAND POINTS
- \* DENOTES EXISTING SIGNAL

MON-C3

# HUNTERSTON-FAIRLIE



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 temporary 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 Craigentenny and Meadowbank for ECS trains.

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

SEGREGATION OF DANGEROUS GOODS -  
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)

m 56  
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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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)

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)

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 0m1392yds) 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 0m357yds) 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 0m571yds) will be recovered.

Signal CE.422, (Down Goods Arrival at 1m320yds), 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. (22)

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 - continuedDETAILS OF WORK ALREADY CARRIED OUT

HUNTERSTON RESIGNALLING - The work described and illustrated 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 C1, 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)

\* \*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

CONTAINING  
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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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 DS31 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)

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 eliminated 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 Down slow line. See Section D of this notice.

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 0m1392yds) 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 0m357yds) 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 0m57lyds) 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 and 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 illustrated 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)

=====

Form 21



**No.21**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 16 AUGUST**

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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

# SIGNALLING RECORD SOCIETY

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

This PDF Copy is one of a number scanned by John Lacy using material from his own collection. It is provided free of charge by John in order to assist your research into UK signalling.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Webmaster](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

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



# 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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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)

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

SECTION ATEMPORARY 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.

Location	Lines affected	Mileage				Restriction mph	Remarks		
		At or between							
		M	Yd	M	Yd				
<u>CARLISLE TO GLASGOW CENTRAL</u>									
1	Kirtlebridge GF and Lockerbie	Down	-	19	200	19	1140	$\frac{20}{40}$	Trackwork. (86/20)
2	Abington and Symington GF	Down	-	61	440	62	000	$\frac{20}{40}$	Trackwork. (86/21) <u>Begins 16 00 Sun 17 Aug.</u>
3	Abington and Symington GF	Down	-	60	1340	61	900	$\frac{20}{40}$	Trackwork. (86/20) <u>Finishes 16 00 Sun 17 Aug.</u>
4	Motherwell	Down	-	89	700	89	1300	40	Condition of track. (86/12)
5	Motherwell	-	Up	89	1300	89	400	40	Condition of track. (86/12)
<u>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 (100ml200yd and 101m44yd).</u>									
<u>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 (100ml200yd and 101m44yd).</u>									
6	Polmadie and Larkfield Jn	Down	Up	100	1200	100	1500	20	Trackwork. (86/20)
									Clyde Clyde sdale dsale
7	Polmadie and Larkfield Jn	Down	-	100	1500	101	44	20	Condition of track. (86/20)
									Clyde sdale

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 (100ml200yd 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 (100ml200yd 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 (100ml200yd and 101m44yd).



Location	Lines affected		Mileage		Restriction mph	Remarks
			At M	between Yd		
<u>LANARK TO LANARK JN</u>						
8 Lanark and Lanark Jn	Single		2 22	1 1738	20	Condition of track. (86/21) <u>Begins 15 00 Sun 17 Aug.</u>
<u>MIDCALDER JN TO HOLYTOWN JN</u>						
8A Hartwood and Bellside GF	Down -		6 980	6 985	40	Condition of track. (86/4)
<u>LAW JN TO UDDINGSTON JN</u>						
9 Uddingston Jn	- Up		MINUS 0 70	0 400	20	Condition of track. (86/20)
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>						
10 Anderston Tunnel and Bridgeton	- Up		1 1230	1 880	20	Condition of track. (85/34)
<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u>						
<u>Note:- Warning Board situated at Signal No.G829 on West Curve applies only to trains travelling towards temporary speed restrictions on the Down Clydesdale line (100m1320yd and 101m44yd).</u>						
<u>LARKFIELD JN TO SHIELDS JN</u>						
11 Terminus Jn and Shields Jn	Down -		101 1140	101 1320	20	Condition of track. (86/63)
12 Shields Jn and Terminus Jn	- Up		101 1650	101 1390	10	Trackwork. (86/62) <u>Finishes 17 00 Sun 17 Aug.</u>
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>						
13 Dumfries South	Down -		92 1100	92 920	$\frac{20}{40}$	Condition of track. (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)
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>						
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)

## WON-A3

Location	Lines affected		Mileage				Restriction mph	Remarks	
			At or between						
			M	Yd	M	Yd			
<u>BRIDGE STREET JN TO STRANRAER</u>									
20	Lochwinnoch and Johnstone	-	Up	10	1320	10	700	20	Trackwork. (86/20)
21	Lochwinnoch and Johnstone	-	Up	15	1190	15	600	$\frac{20}{40}$	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	$\frac{20}{40}$	Trackwork. (86/19)
24	Byrehill Jn and Irvine	Down	-	28	284	28	744	20	Trackwork. (86/14)
<u>PAISLEY TO GOUROCK</u>									
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)
<u>KILWINNING JN TO LARGS</u>									
27	Holm Jn	Down	-	30	920	30	1540	20	Trackwork. (86/19)
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>									
28	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>									
29	Greenhill Upper Jn and Croy	Down	-	16	400	15	1280	$\frac{20}{40}$	Trackwork. (86/19) <u>Finishes 24 00 Sat 16 Aug.</u>
30	Greenhill Upper Jn and Croy	Down	-	15	1620	15	741	$\frac{20}{40}$	Trackwork. (86/21) <u>Begins 00 00 Sun 17 Aug.</u>
31	Croy and Greenhill Upper Jn	-	Up	13	487	13	1344	$\frac{20}{40}$	Trackwork. (86/20)
<u>NEWBRIDGE JN TO BATHGATE</u>									
32	Newbridge Jn and Cawburn Jn	Down	-	33	1060	32	1320	20	Trackwork. (86/17/18)
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>									
33	Garelochhead and Glen Douglas	Single		12	400	12	500	10	Condition of bridge (UB No.34). (86/12)
34	Rannoch and Corroul	Single		70	1474	71	997	20	Trackwork. (86/9)
35	Tulloch and Roy Bridge Halt	Single		84	440	84	880	20	Condition of track. (86/15)

Location	Lines affected	Mileage At or between				Restriction mph	Remarks		
		M	Yd	M	Yd				
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>									
36	Reston GSP and Berwick-upon-Tweed	-	Up	50	1320	51	440	20 40	Trackwork. (86/21) <u>Begins 16 00 Sun 17 Aug.</u>
37	Longniddry and Prestonpans	Down	Up	10	990	10	900	20 40	Construction work. (86/21) <u>Begins 09 30 Sun 17 Aug.</u>
38	Monktonhall Jn and Portobello	Down	Up	4	1100	4	1010	20	Trackwork. (86/20) <u>Finishes 16 00 Sun 17 Aug.</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>									
39	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of Track. (85/22)
<u>HAYMARKET WEST JN TO ABERDEEN</u>									
40	Springfield and Cupar	Down	-	42	660	43	220	20 40	Trackwork. (86/20)
41	Cupar and Springfield	-	Up	43	220	42	660	20	Trackwork. <u>Applies 08 00 to 16 00 Sun 17 Aug.</u>
42	Laurencekirk and Craigo	-	Up	210	550	210	110	40	Trackwork. <u>Applies 22 00 Sat 16 to 24 00 Sun 17 Aug.</u>
43	Craigo and Laurencekirk	Down	-	210	110	210	550	20	Trackwork. (86/20) <u>Begins 22 00 Sat 16 Aug.</u>
<u>LADYBANK JN TO HILTON JN</u>									
44	Ladybank Jn and Clatchard Craig South GF	Single		5	1680	6	00	20	Trackwork. (86/8)
<u>PERTH TO INVERNESS</u>									
45	Stanley Jn and Murthly LC	Single		9	1370	10	930	20	Trackwork. (86/17/18) <u>Finishes 10 00 Fri 22 Aug.</u>
46	Kingussie LC and Kincaig Loop	Single		73	390	73	990	20 40	Trackwork. (86/21) <u>Begins 10 00 Fri 22 Aug.</u>
47	Culloden Moor and Millburn Jn	Down	-	113	1260	114	420	40	Trackwork. <u>Applies 21 00 Sat 16 to 18 00 Sun 17 Aug.</u>
48	Millburn Jn and Culloden Moor	-	Up	114	420	113	1260	20 40	Trackwork. (86/17/18) <u>Finishes 10 00 Fri 22 Aug.</u>
<u>PERTH TO DUNDEE CENTRAL</u>									
49	Perth and Barnhill	Single		20	600	19	1704	15	Trackwork. <u>Applies 22 30 Sat 16 to 18 00 Sun 17 Aug.</u>

## WON-A5

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
<u>ABERDEEN TO INVERNESS</u>							
50 Keith and Rosarie LC	Single	28	1640	28	320	$\frac{20}{40}$	Trackwork. (86/15)
51 Rosarie LC and Elgin	Single	27	198	26	1078	$\frac{20}{40}$	Condition of track. (85/33)
<u>INVERNESS TO WICK</u>							
52 Dalchalm (AOCL) and Helmsdale	Single	95	1480	96	440	20	Trackwork. (86/20)
<u>DINGWALL TO KYLE OF LOCHALSH</u>							
53 Achterneed (AOCL) and Garve	Single	5	870	6	130	20	Trackwork. (86/19)



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks	
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>			
<u>SUNDAY 17 AUGUST - continued</u>			
66	Lockerbie and Wamphray GF	Down and Up BLOCKED	07 25 to 16 00. Track renewal and overhead linework. <u>Isolation of electrical sections EM3 and 4.</u>
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	All	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 LCl 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). <u>Trains diverted via R&amp;C Lines 00 40 to 08 00.</u>
74	Uddingston Jn and Newton East Jn	Down and Up BLOCKED	00 15 to 08 00. Overhead line work and track maintenance. <u>Trains diverted via R&amp;C lines. Isolation of electrical sections MN1 and 2.</u>
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. <u>Trains diverted via R&amp;C lines. Isolation of electrical sections EN1 and 2.</u>
76	Rutherglen East Jn and Eglinton Street Jn	All BLOCKED (to electric trains)	00 15 to 07 30. Overhead line work. <u>Isolation of electrical sections EN3 and 4.</u>
77	Rutherglen East Jn and Polmadie	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 EN1(c) 08 00 to 15 30, EN2(b to h) 08 00 to 18 00.</u>
78	Polmadie	All	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 Z BLOCKED	08 00 to 18 00. Track renewal at Points No.353B. <u>No access to Platform No.11a.</u>
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	Lines affected	Remarks
---------------	----------------	---------

CARLISLE TO GLASGOW CENTRAL - continuedTUESDAY 19 AUGUST - continued

93	Shieldmuir and Law Jn	Up BLOCKED	00 50 to 05 30. Track renewal. <u>Trains diverted via Wishaw Central.</u>
----	-----------------------	------------	---

TUESDAY 19 and WEDNESDAY 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. <u>Possession to be given up for the passage of 1504 23 45 Manchester Victoria To Glasgow Central.</u>
----	-----------------	-------------------	---

TUESDAY 19 to THURSDAY 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 <u>Between Trains</u>	00 00 to 05 30 daily. Loading material.
----	---	---------------------------	---

TUESDAY 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 <u>Between Trains</u>	00 00 to 05 30 daily. Loading material.
----	---	---------------------------	---

WEDNESDAY 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. <u>Trains diverted via Bellshill.</u>
-----	----------------------------------	------------	--

102	Eglinton Street Jn and Glasgow Central	All BLOCKED (to electric trains)	00 10 to 02 15. Overhead line work. <u>Isolation of electrical sections EGI to 6.</u>
-----	--	----------------------------------	---

WEDNESDAY 20 to FRIDAY 22 AUGUST

103	Wamphray GF and Beattock South	Down BLOCKED (to electric trains)	06 30 to 09 30 daily. Overhead line work. <u>Isolation of electrical sections LM4 and EM4.</u>
-----	--------------------------------	-----------------------------------	--

THURSDAY 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 - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLAGOW CENTRAL - continued</u>		
<u>THURSDAY 21 and FRIDAY 22 AUGUST</u>		
106 Glasgow Central	No.3 Line BLOCKED	00 30 to 05 30 daily. Track renewal at Points No.380B. <u>Possession to be given up for the passage of 1S04 23 45 Manchester Victoria to Glasgow Central.</u>
<u>FRIDAY 22 AUGUST</u>		
107 Abington and Symington GF	Down BLOCKED	07 20 to 10 15. Track maintenance.
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
108 Slatford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
<u>SUNDAY 17 AUGUST</u>		
109 Auchengray LC and Midcalder Jn	Down and Up BLOCKED	08 30 to 16 00. Loading material between 85 and 86mp.
<u>LANARK TO LANARK JN</u>		
<u>SUNDAY 17 AUGUST</u>		
110 Lanark and Lanark Jn	Single BLOCKED	00 00 to 18 00. Earthwork and bridgework (OB No.3). <u>Isolation of electrical sections MC3 and 4.</u>
<u>MIDCALDER TO HOLYTOWN JN</u>		
<u>SUNDAY 17 AUGUST</u>		
111 Bellside GF and Benhar Jn	Up BLOCKED Down <u>Between Trains</u>	00 30 to 16 00. Track maintenance.
<u>LAW JN TO UDDINGSTON JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
112 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
<u>SUNDAY 17 AUGUST</u>		
113 Holytown Jn	All	08 00 to 17 00. Signalling work.
114 Uddingston Jn	Down and Up BLOCKED	00 15 to 08 30. Track maintenance. <u>Trains diverted via R&amp;C Lines.</u>
<u>WISHAW CENTRAL JN TO SHIELDMUIR JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
115 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.
<u>MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)</u>		
<u>UNTIL FURTHER NOTICE</u>		
116 Motherwell and Hamilton Central	Down <u>Between Trains</u>	05 00 to 17 00. Earthwork.



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) - continued</u>		
<u>FRIDAY 22 AUGUST</u>		
127 Auchinleck and New Cumnock	Up BLOCKED	00 50 to 07 00. Track maintenance.
128 Hurlford and Kilmarnock	Down BLOCKED	19 50 to 24 00 (Cont'd in WON 22). Bridgework (UB No.112).
<u>EAST KILBRIDE TO BUSBY JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
129 East Kilbride and Busby	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use. <u>Begins 07 00 Sat 16 Aug.</u>
<u>SUNDAY 17 AUGUST</u>		
130 East Kilbride and Busby	Down and Up/Single BLOCKED	06 00 to 21 00. Earthwork.
<u>KILMARNOCK TO BARASSIE</u>		
<u>UNTIL FURTHER NOTICE</u>		
131 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
132 NOT USED		
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART)(CATHCART CIRCLE)</u>		
<u>SUNDAY 17 AUGUST</u>		
133 Muirhouse North Jn and Cathcart North Jn (Via Queens Park)	Inner and Outer BLOCKED	00 00 to 08 00. Platform work (Mount Florida) and bridgework (Stations FB's Nos.5A and 5B). <u>Isolation of electrical sections EW1 and 2.</u>
134 NOT USED.		
<u>SUNDAY 17 and MONDAY 18 AUGUST</u>		
135 Muirhouse Central Jn and Cathcart North Jn (via Maxwell Park)	Inner and Outer BLOCKED	00 00 Sun to 05 00 Mon. Track renewal. <u>Isolation of electrical sections EW3 and 4.</u>
<u>TUESDAY 19 AUGUST</u>		
136 Muirhouse Central Jn and Muirhouse North Jn (via Maxwell Park)	Inner and Outer BLOCKED	00 00 to 05 30. Platform work (Mount Florida) and overhead line work. <u>Isolation of electrical sections EW1 to 6.</u>
<u>WEDNESDAY 20 to FRIDAY 22 AUGUST</u>		
137 Cathcart North Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 00 to 05 30 daily. Platform work (Mount Florida).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER</u>		
<u>UNTIL FURTHER NOTICE</u>		
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	All	00 00 to 06 00 daily. Signalling work.
140 Elderslie and Lochwinnoch	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.28A and FB No.18).
141 Lochwinnoch and Glengarnock	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
145 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work.
146 Barassie and Prestwick	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Bridgework (FB No.4).
147 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Stationwork.
148 Newton Jn and Ayr	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
149 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.
<u>SATURDAY 16 AUGUST</u>		
150 Paisley Gilmour Street	Down and Up BLOCKED	00 30 to 05 10. Station work. <u>Isolation of electrical sections EB1(a and b), EB2(l and m) and EB3 and 4.</u>
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.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>SATURDAY 16 AUGUST - continued</u>		
157 Newton Jn and Barassie	Up BLOCKED Down <u>Between Trains</u>	00 30 to 05 30. Engineering work. <u>Possession to be given up for the passage of 1M17 01 30 Stranraer to Blackpool.</u>
158 Ayr and Newton Jn	Up BLOCKED Down <u>Between Trains</u>	00 30 to 05 30. Engineering work. <u>Possession to be given up for the passage of 1M17 01 30 Stranraer to Blackpool.</u>
<u>SUNDAY 17 AUGUST</u>		
159 Cardonald Jn and Shields Jn	Up BLOCKED Down BLOCKED	00 30 to 09 00 ) Track renewal and track 00 30 to 07 00 ) maintenance.
160 Paisley Gilmour St	Down and Up BLOCKED	00 30 to 07 00. Stationwork. <u>Isolation of electrical sections EB1, 2, 3 and 4 and EK1.</u>
161 Paisley and Elderslie	Down and Up BLOCKED	00 00 to 09 45. Engineering work.
162 Lochwinnoch and Elderslie	Up BLOCKED Down BLOCKED Down <u>Between Trains</u>	00 00 to 20 00 ) Engineering work. <u>Up trains to run over Down line 10 00 to 20 00.</u>
163 Lochwinnoch and Glengarnock	Down and Up BLOCKED Down and Up <u>Between Trains</u>	00 15 to 09 45 ) Engineering work. ) 09 45 to 20 00 )
164 Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 15 to 09 45. Engineering work.
165 Kilwinning Jn and Irvine	Down and Up BLOCKED	00 00 to 09 45. Engineering work.
166 Irvine and Barassie	Down and Up BLOCKED	00 00 to 09 45. Engineering work.
167 Barassie and Newton Jn	Down and Up BLOCKED	00 10 to 09 30. Engineering work. <u>Possession to be given up for passage of 1S06, 20 38 Euston to Stranraer over Down line.</u>
168 Newton Jn and Ayr	Down and Up BLOCKED	00 10 to 09 30. Engineering work. <u>Possession to be given up for passage of 1S06, 20 38 Euston to Stranraer over Down line.</u>
169 Girvan and Pinwherry	Single BLOCKED	00 00 to 10 00. Bridgework (UB No.22). <u>Possession to be given up for passage of 1S06, 20 30 Euston to Stranraer.</u>

MONDAY 18 to WEDNESDAY 20 AUGUST

170 Newton Jn and Ayr Harbour	All BLOCKED	08 30 to 15 30 daily. Track maintenance (switches and crossings).
----------------------------------	-------------	---

TUESDAY 19 AUGUST

171 Bridge Street Jn and Shields Jn	Down and Up BLOCKED	00 30 to 05 00. Loading rails. <u>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)</u>
---	---------------------	---



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PAISLEY TO GOUROCK - continued</u>		
<u>SUNDAY 17 AUGUST</u>		
185 Paisley Gilmour St	Down and Up BLOCKED	00 30 to 07 00. Station work. <u>Isolation of electrical sections EB1,2,3 and 4 and EK1.</u>
186 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 00. Slip treatment, track maintenance and track renewal. <u>Isolation of electrical sections GB3 and 4, 00 45 to 07 00.</u>
187 Langbank and Wemyss Bay Jn	Down and Up BLOCKED	00 45 to 07 30. Earthwork. <u>Isolation of electrical sections GB3 and 4.</u>
188 Wemyss Bay Jn and Gourock	Down and Up	08 00 to 17 00. Signalling work.
189 Wemyss Bay Jn and Greenock Central	Down and Up BLOCKED	01 00 to 07 00. Track renewal. <u>Isolation of electrical sections GB1 to 4 and GW1.</u>
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. <u>No EMUs on Platform No.3.</u>
<u>TUESDAY 19 to FRIDAY 22 AUGUST</u>		
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). <u>Isolation of electrical sections EB3 and 4.</u>
193 Gourock	Platform No.3 BLOCKED	00 30 to 05 30 daily. Station work. <u>No EMU's on Platform No.3.</u>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SATURDAY 16 AUGUST</u>		
194 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 00 to 06 00. Overhead line work. <u>Isolation of electrical sections GW1.</u>
<u>SUNDAY 17 AUGUST</u>		
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.
<u>CONTAINERBASE JN TO GREENOCK CPA TERMINAL (GOODS LINE)</u>		
<u>MONDAY 18 to WEDNESDAY 20 AUGUST</u>		
196 Containerbase Jn and Containerbase Gate	Single BLOCKED	00 00 to 24 00 daily. Tunnel work (Union St).
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
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).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>KILWINNING JN TO LARGS - continued</u>		
<u>SATURDAY 16 AUGUST</u>		
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.
<u>SUNDAY 17 AUGUST</u>		
203 Hunterston and Largs	Single BLOCKED	00 40 to 10 00. Engineering work.
<u>SUNDAY 17 and MONDAY 18 AUGUST</u>		
204 Kilwinning Jn and Hunterston	Down and Up BLOCKED	00 30 Sun to 05 30 Mon. Signalling work, track renewal and track maintenance. <u>Glasgow Central/Largs and Glasgow Central/Ardrossan Hbr services terminate and start Kilwinning.</u>
<u>TUESDAY 19 to FRIDAY 22 AUGUST</u>		
205 Kilwinning Jn and Stevenston No.2	Down and Up BLOCKED	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.
<u>MOTHERWELL TO PERTH</u>		
<u>SATURDAY 16 AUGUST</u>		
209 Motherwell and Mossend North Jn	Down BLOCKED	00 30 to 02 45. Overhead line work. <u>Isolation of electrical sections ML2(a and b).</u>
210 Mossend Yard	Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work. <u>Isolation of electrical section ML1(g).</u>
<u>SUNDAY 17 AUGUST</u>		
211 Mossend	All	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. <u>Isolation of electrical sections ML1 (F, G, L and M) and ML2 (C, D and J to O).</u>
213 Burnhouse and Whifflet North Jn	Down and Up BLOCKED	08 30 to 18 00. Track renewal.



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 17 AUGUST - continued</u>		
214 Coatbridge Jn and Gartsherrie South Jn	Down and Up Main BLOCKED	08 00 to 18 00. Track renewal.
215 Greenfoot LC and Garnqueen North Jn	Up BLOCKED Down <u>Between Trains</u>	01 15 to 08 00. Track renewal. <u>Possession to be given up for passage of 1T72 23 30 Inverness to Glasgow Queen St.</u> Crane and mechanical equipment in use.
215A Larbert North	Up Loop BLOCKED Up Main <u>Between Trains</u>	07 00 to 17 00. Drainage. Crane and mechanical equipment in use.
216 Plean Jn and Stirling Middle	Down BLOCKED	00 15 to 16 45. Bridgework (OB No.21) and track maintenance. <u>Single line working over Up line.</u>
217 Stirling Middle and Stirling North	Down Main BLOCKED	04 00 to 16 00. Signalling work and platform work (Stirling) <u>Trains to run over Down S and D Line.</u>
218 Stirling North and Dunblane	Down and Up <u>Between Trains</u>	00 30 to 16 00. Loading material and signalling work.
219 Blackford LC and Auchterarder	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 133m616yd and 137m902yd.
220 Perth	All	07 30 to 17 00. Signalling work.
<u>TUESDAY 19 to FRIDAY 22 AUGUST</u>		
221 Motherwell and Mossend North Jn	Down BLOCKED	00 30 to 02 45 daily. Overhead line work. <u>Isolation of electrical sections ML2(a and b).</u>
222 Larbert North and Stirling Middle	Down BLOCKED	00 30 to 03 30 daily. Track maintenance. <u>Single line working over Up line.</u>
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
223 Carmyle Jn and Rutherglen East Jn	Down and Up <u>Between Trains</u>	08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.
<u>GARTSHERRIE SOUTH JN TO SIGHTHILL JN</u>		
<u>SUNDAY 17 AUGUST</u>		
224 Gartcosh Jn and Sighthill Jn	Down and Up BLOCKED	00 15 to 08 00. Bridgework (OB No.68B) and track renewal. <u>Possession to be given up for the passage of 1T72 23 30 Inverness to Glasgow Queen Street over Down line.</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>		
<u>UNTIL FURTHER NOTICE</u>		
225 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
226 Newbridge Jn and Winchburgh Jn	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
227 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued  
SATURDAY 16 and SUNDAY 17 AUGUST

228 Cadder	All	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 0m1030yd and 1m310yd. <u>South trains to run over North lines.</u>
--	---------------------------	---

230 Haymarket East Jn and Haymarket West Jn	All	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. <u>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.</u>
-----------------------------------	---------------------	---

233 Cadder West and Cowlairs East Jn	Down and Up BLOCKED	00 00 to 16 00. Retaining wall work. <u>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.</u>
--------------------------------------	---------------------	---

233A Cowlairs West Jn and Queen Street HL	Down BLOCKED Up <u>Between Trains</u>	00 15 to 07 00. Tunnel work.
---	--	------------------------------

TUESDAY 19 to THURSDAY 21 AUGUST

234 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 38m1300yd and 44m1610yd.
--	-----------------------------------	--

TUESDAY 19 to FRIDAY 22 AUGUST

235 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 00 to 05 00 daily. Track renewal and track maintenance. <u>Possession to be given up for the passage of 1255, 00 30 Edinburgh Waverley to Glasgow Queen Street over Down Line.</u>
--------------------------------------	---------------------	---

236 Gartshore and Cadder	Down and Up BLOCKED	00 00 to 05 00 daily. Unloading rails. <u>Possession to be given up for the passage of 1255, 00 30 Edinburgh Waverley to Glasgow Queen Street over Down Line.</u>
--------------------------	---------------------	---

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 JNSUNDAY 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	Down and Up BLOCKED	00 30 to 07 30. Track renewal.
---	---------------------	--------------------------------

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>COWLAIRS TO BELLGROVE</u>		
<u>SUNDAY 17 AUGUST</u>		
240 Sighthill Jn and Bellgrove	Down and Up (to electric trains)	BLOCKED 00 00 to 08 00 ) Loading rails. Isolation of 08 00 to 18 00 ) <u>electrical sections PS1 and 2.</u>
<u>NEWBRIDGE JN TO BATHGATE</u>		
<u>TUESDAY 19 to FRIDAY 22 AUGUST</u>		
241 Cawburn Jn and Carmondean	Single	BLOCKED 20 30 Tue to Thu to 05 30 Wed to Fri. Track renewal between 31m1310yd and 28m1150yd.
<u>AIRDRIE TO HELENSBURGH</u>		
<u>UNTIL FURTHER NOTICE</u>		
242 Airdie and Coatdyke	Down <u>Between Trains</u>	08 30 to 16 00 daily. Earthwork. <u>Begins 08 30 Sat 16 Aug.</u>
243 Bowling LC and Kilpatrick	Up <u>Between Trains</u>	08 30 to 16 00 daily. Earthwork.
<u>SATURDAY 16 AUGUST</u>		
244 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>
245 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 00 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
<u>SUNDAY 17 AUGUST</u>		
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. <u>Isolation of electrical sections PF1 and 2, PB1 and 2 and PS1 and 2.</u>
248 Knightswood South Jn and Knightswood North Jn	Down and Up	BLOCKED 00 15 to 07 30. Retaining wall work. <u>Isolation of electrical sections DM1 and 2 and DF3 and 4.</u>
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). <u>Isolation of electrical sections DF1 to 8, DM1 and 2 and PR1 and 2.</u>
<u>TUESDAY 19 to FRIDAY 22 AUGUST</u>		
251 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>
252 Sunnyside Jn Shettleston	Down and Up	BLOCKED 00 15 to 05 00 daily. Overhead line work and loading rails. <u>Isolation of electrical sections PA1 and 2.</u>
253 Singer and Dalmuir Park	Down and Up	BLOCKED 00 15 to 05 30 daily. Track maintenance.
<u>DALREOCH JN TO BALLOCH</u>		
<u>SUNDAY 17 AUGUST</u>		
254 Dalreoch Jn and Balloch LC	Single	BLOCKED 00 00 to 07.45. Track maintenance.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>HIGH STREET JN TO SHIELDS JN</u>		
<u>SUNDAY 17 AUGUST</u>		
255 High Street Jn and Shields Jn	Down and Up	BLOCKED 09 00 to 16 00. Track maintenance.
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>		
<u>SUNDAY 17 AUGUST</u>		
256 Clydebank Dock Jn	All	08 00 to 18 00. Signalling work.
<u>TUESDAY 19 to FRIDAY 22 AUGUST</u>		
257 Clydebank Dock Jn and Dalmuir Park	Down and Up	BLOCKED 00 15 to 05 30 daily. Tunnel work (Dalmuir TT).
<u>COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN</u>		
<u>SUNDAY 17 AUGUST</u>		
258 Cowlairs West Jn and Knightswood North Jn	Down and Up	BLOCKED 08 00 to 17 00. Bridgework (FB No.6). <u>Possession to be given up for passage of 1Y99 08 50 Edinburgh to Oban over Down line and 1T80 12 25 Oban to Glasgow Queen St over Up line.</u>
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>		
<u>SATURDAY 16 and SUNDAY 17 AUGUST</u>		
259 Garelochhead and Glen Douglas	Single	BLOCKED 21 30 Sat to 14 00 Sun. Bridgework (OB No.27A). <u>Possession to be given up for the passage of 1Y99 08 50 Edinburgh to Oban.</u>
<u>SUNDAY 17 AUGUST</u>		
259A Craigendoran and Garelochhead	Single	BLOCKED 06 00 to 14 00. Bridgework (OB No.21C). <u>Possession to be given up for the passage of 1Y99 08 50 Edinburgh to Oban.</u>
260 Spean Bridge and Mallaig Jn	Single <u>Between Trains</u>	07 30 to 17 00. Track renewal.
<u>CRANLARICH TO OBAN</u>		
<u>SATURDAY 16 and SUNDAY 17 AUGUST</u>		
260A Taynuilt and Oban	Single	BLOCKED 21 40 Sat to 08 00 Sun. Track maintenance.
<u>SUNDAY 17 AUGUST</u>		
261 Taynuilt and Dalmally	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal.
<u>MONDAY 18 and TUESDAY 19 AUGUST</u>		
261A Taynuilt and Oban	Single	BLOCKED 21 40 Mon to 07 45 Tue. Track maintenance.
<u>TUESDAY 19 and WEDNESDAY 20 AUGUST</u>		
262 Dalmally and Taynuilt	Single	BLOCKED 21 30 Tue to 08 00 Wed. Track maintenance.
<u>WEDNESDAY 20 and THURSDAY 21 AUGUST</u>		
262A Crianlarich and Dalmally	Single	BLOCKED 21 30 Wed to 07 40 Thu. Track maintenance.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
263 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58m140yd and 65m1720yd.
264 Berwick-upon-Tweed and Reston GSP	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.159).
265 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128 and 134) and (UB No.136).
266 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthworks and track maintenance between 33m110yd and 33mp.
267 Dunbar and Stenton GSP	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.73). Mechanical equipment in use.
268 Stenton GSP and Drem	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
270 Monktonhall Jn and Portobello	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.16). Mechanical equipment in use.
271 Portobello and Craigentenny	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (UB No.13). Mechanical equipment in use.
<u>SATURDAY 16 and SUNDAY 17 AUGUST</u>		
272 Reston GSP and Berwick-Upon-Tweed	Up BLOCKED Down BLOCKED Down <u>Between Trains</u>	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 50m1320yd and 47m1320yd. <u>Single line working over Down line 09 45 to 16 00</u>
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 <u>Between Trains</u>	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 17m1320yd 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 Craigentenny and Abbeyhill Jn	Down and Up BLOCKED	23 40 Sat to 09 15 Sun. Tunnel work (St Margarets). <u>Trains diverted via Lochend Jn.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

TWEEDMOUTH TO EDINBURGH WAVERLEY - continuedSUNDAY 17 and MONDAY 18 AUGUST

279 Dunbar and Stenton GSP	Down BLOCKED	23 00 Sun to 00 55 Mon. Track maintenance between 29m110yd and 24m920yd.
----------------------------	--------------	--

MONDAY 18 AUGUST

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

TUESDAY 19 AUGUST

281 Reston GSP and Berwick-Upon-Tweed	Up BLOCKED	02 00 to 06 55. Track maintenance between 47m310yd and 54m1080yd. Possession to be given up for the passage of 8X99 23 35 (Mon) <u>Grangemouth BP to Haverton Hill.</u>
---------------------------------------	------------	---

TUESDAY 19 to THURSDAY 21 AUGUST

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

WEDNESDAY 20 AUGUST

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

WEDNESDAY 20 to FRIDAY 22 AUGUST

284 Dunbar and Stenton GSP	Down BLOCKED	23 00 Wed and Thu to 00 55 Thu and Fri. Track maintenance between 29m110yd and 24m920yd.
----------------------------	--------------	--

THURSDAY 21 AUGUST

285 Stenton GSP and Dunbar	Up BLOCKED	01 15 to 04 40. Track maintenance between 24m920yd and 29m110yd.
----------------------------	------------	--

FRIDAY 22 AUGUST

286 Stenton GSP and Dunbar	Up BLOCKED	00 15 to 04 40. Track maintenance between 24m920yd and 29m110yd. Possession to be given up for the passage of 8X99 23 35 (Thu). <u>Grangemouth BP to Haverton Hill.</u>
----------------------------	------------	---

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

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)UNTIL FURTHER NOTICE

288 Portobello and Leith South	Single <u>Between Trains</u>	05 00 to 19 00 daily. Bridgework (OB No.4 and UB No.13), excavation and earthwork between 0 and lmp. Mechanical equipment in use.
--------------------------------	------------------------------	---

SATURDAY 16 AUGUST

289 Portobello and Leith South	Single BLOCKED	12 00 to 18 00. Earthwork.
--------------------------------	----------------	----------------------------

SUNDAY 17 AUGUST

290 Portobello and Leith South	Single BLOCKED	08 00 to 16 00. Earthwork.
--------------------------------	----------------	----------------------------

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
291 Niddrie South Jn and Portobello	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
292 Millerhill and Niddrie South Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use.
<u>SATURDAY 16 AUGUST</u>		
293 Niddrie South Jn and Portobello	Down and Up <b>BLOCKED</b>	12 00 to 18 00. Bridgework (OB No.1).
<u>SUNDAY 17 AUGUST</u>		
294 Niddrie South Jn and Portobello	Down and Up <b>BLOCKED</b>	08 00 to 16 00. Bridgework (OB No.1).
<u>PORTOBELLO TO NIDDRIE WEST (WEST LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
295 Portobello and Niddrie West	Single <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (UB No.33, OB's Nos.1 and 2). Mechanical equipment in use.
<u>SATURDAY 16 AUGUST</u>		
296 Portobello and Niddrie West	Single <b>BLOCKED</b>	12 00 to 18 00. Bridgework (OB No.1).
<u>SUNDAY 17 AUGUST</u>		
297 Portobello and Niddrie West	Single <b>BLOCKED</b>	08 00 to 16 00. Bridgework (OB No.1).
<u>MONDAY 18 to FRIDAY 22 AUGUST</u>		
298 Portobello and Niddrie West	Single <b>BLOCKED</b>	09 50 to 17 00 daily. Bridgework (OB No.1). <u>Possession to be given up for the passage of booked services.</u>
<u>CRAIGENTINNY TO ABBEYHILL JN (VIA LOCHEND JN)</u>		
<u>UNTIL FURTHER NOTICE</u>		
299 Craigentenny and Lochend Jn	Down <u>Between Trains</u>	07 30 to 20 00 daily. Construction work between 1m1030yd and 1m730yd.
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
300 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation.
301 Ladybank	Down <u>Between Trains</u>	07 30 to 17 00 daily. Construction work.
302 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.







SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>THORNTON NORTH JN TO METHIL WEST (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
329 Double Dykes LC and East Fife Central Jn	Single <u>Between Trains</u>	07 00 to 20 00. Bridgework (OB No.10A). Mechanical equipment in use.
<u>SATURDAY 16 and SUNDAY 17 AUGUST</u>		
330 Thornton North and Kirkland East	Single BLOCKED	08 00 to 17 00 daily. Bridgework (OB No.10A) and track maintenance.
<u>INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)</u>		
<u>UNTIL FURTHER NOTICE</u>		
331 Lochgelly and Cardenden	Down and Up <u>Between Trains</u>	08 00 to 20 00 daily. Bridgework (UB No.10). Crane and mechanical equipment in use.
<u>SUNDAY 17 AUGUST</u>		
332 Charlestown Jn and Townhill Jn	Down and Up BLOCKED	07 30 to 16 30. Track maintenance between 16m1320yd and 18m880yd.
<u>THURSDAY 21 and FRIDAY 22 AUGUST</u>		
333 Charlestown Jn	Down <u>Between Trains</u>	08 00 to 16 00 daily. Demolition work between 16m1064yd and 16m1173yd.
<u>PERTH TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
334 Dunkeld and Pitlochry	Single <u>Between Trains</u>	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	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126) and (Culvert No.93C). Work at lineside between 35m132yd and 58m1188yd. Crane and mechanical equipment in use.
337 Culloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 16 and SUNDAY 17 AUGUST</u>		
338 Stanley Jn and Dunkeld	Single BLOCKED Single <u>Between Trains</u>	22 00 Sat to 18 00 Sun ) Tunnelwork 18 00 to 24 00 Sun ) (Kingswood), track ) renewal and track maintenance at Murthly LC between 7m176yd and 15m264yd. <u>Possession to be given up for passage of booked services.</u> Crane and mechanical equipment in use.
339 Millburn Jn and Culloden Moor	Up BLOCKED Down <u>Between Trains</u> Up <u>Between Trains</u>	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 113m1260yd and signalling work. <u>Single line working over Down line 23 15 Sat to 00 15 Sun and 10 00 to 16 00 Sun.</u> Crane in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO INVERNESS - continued</u>		
<u>SATURDAY 16 and SUNDAY 17 AUGUST - continued</u>		
340 Millburn Jn and Welsh's Bridge	All <u>Between Trains</u>	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.
<u>SUNDAY 17 AUGUST</u>		
341 Perth and Stanley Jn	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (UB No.107) and signalling work.
342 Dalwhinnie Station	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (FB No.152D).
343 Kingussie LC and Kinncraig Loop	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 71m1056yd and 77m880yd.
344 Aviemore and Carrbridge Loop	Single <u>Between Trains</u>	07 00 to 17 30. Work at lineside between 83m1078yd and 90mp and signalling work. Mechanical equipment in use.
345 Carrbridge Loop and Slochd Loop	Single <u>Between Trains</u>	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	All	07 30 to 17 00. Signalling work.
<u>MONDAY 18 to FRIDAY 22 AUGUST</u>		
348 Stanley Jn and Dunkeld	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 7m1516yd and 15m264yd. Crane and mechanical equipment in use.
349 Kingussie LC and Kinncraig Loop	Single <u>Between Trains</u>	22 00 Mon to Thu to 07 00 Tue to Fri. Track maintenance between 71m1056yd and 77m880yd.
350 Aviemore and Carr Bridge Loop	All <u>Between Trains</u>	08 00 to 18 00 daily. Work at lineside between 83m1079yd and 90mp.
351 Culloden Moor and Millburn Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 111m660yd and 117m440yd.
352 Millburn Jn and Welsh's Bridge	All <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, track renewal, track maintenance and work at lineside at Millburn Yard. Crane and mechanical equipment in use.
<u>PERTH TO DUNDEE CENTRAL JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
353 Perth and Barnhill	Single <u>Between Trains</u>	08 00 to 16 00. Work at lineside between 20m1100yd and 20m1300yd.
354 Longforgan LC and Dundee Central Jn	All <u>Between Trains</u>	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.

**SECTION B - TEMPORARY ENGINEERING WORKS - continued**

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<b><u>PERTH TO DUNDEE CENTRAL JN - continued</u></b>		
<b><u>SATURDAY 16 and SUNDAY 17 AUGUST</u></b>		
355 Perth and Barnhill	Single <b>BLOCKED</b>	22 30 Sat to 18 00 Sun. Bridgework (UB No.35), track renewal and track maintenance between 20m600yd and 19m1704yd. <u>Possession to be given up for the passage of booked services.</u> Mechanical equipment in use.
356 Errol LC and Longforgran LC	Down and Up <u>Between Trains</u>	23 00 Sat to 08 00 Sun. Work at lineside between 10m990yd and 5m1210yd. Mechanical equipment in use.
<b><u>SUNDAY 17 AUGUST</u></b>		
357 Perth	All	07 30 to 17 00. Signalling work.
358 Barnhill and Errol LC	Down and Up <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 19m1518yd and 10m990yd. Bridgework (OB No.25). Mechanical equipment in use.
359 Dundee	All	07 30 to 17 00. Signalling work.
<b><u>ABERDEEN TO INVERNESS</u></b>		
<b><u>UNTIL FURTHER NOTICE</u></b>		
360 Huntly and Keith	Single <u>Between Trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
361 Forres and Nairn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
362 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.
<b><u>SATURDAY 16 and SUNDAY 17 AUGUST</u></b>		
363 Nairn and Millburn Jn	Single <b>BLOCKED</b> Single <u>Between Trains</u>	23 30 Sat to 09 45 Sun ) Cable laying and 09 45 to 17 00 Sun ) overhead cable work ) between 128m1584yd and 143m440yd and signalling work. Mechanical equipment in use.
364 Millburn Jn and Welsh's Bridge	All <u>Between Trains</u>	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.
<b><u>SUNDAY 17 AUGUST</u></b>		
365 Aberdeen and Dyce Jn	All	07 30 to 17 00. Signalling work.
366 Huntly and Keith Jn	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 40m1474yd and 30m924yd.
367 Keith Jn and Elgin	Single <u>Between Trains</u>	08 00 to 18 00. Track renewal and track maintenance between 28m320yd and 28m1640yd.
368 Forres LC and Nairn	All <u>Between Trains</u>	22 00 to 24 00. Track renewal and track maintenance between 128m1202yd and 128m1309yd. Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

ABERDEEN TO INVERNESS - continuedMONDAY 18 to FRIDAY 22 AUGUST

369 Keith Jn and Elgin	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 28m320yd and 28m1640yd.
370 Millburn and Welsh's Bridge	All <u>Between Trains</u>	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 WICKUNTIL FURTHER NOTICE

371 Inverness and Lentrán	All	07 30 to 17 00 daily. Signalling work.
372 Dingwall and Invergordon	Single <u>Between Trains</u>	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work Alness. Crane and mechanical equipment in use.
373 Invergordon Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
374 Fearn Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
375 Tain Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.

SATURDAY 16 and SUNDAY 17 AUGUST

376 Lentrán and Muir of Ord	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track maintenance between 5m1518yd and 13m88yd.
-----------------------------	---------------------------------	---

SATURDAY 16 to FRIDAY 22 AUGUST

377 Inverness Station	All <u>Between Trains</u>	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 Clachnaharry	Single <u>Between Trains</u>	08 00 to 18 00. Track renewal between 117m1562yd and 0m1320yd and signalling work.
379 Clachnaharry and Lentrán	All	07 30 to 17 00. Signalling work.
380 Muir of Ord and Dingwall	Single <u>Between Trains</u>	08 00 to 17 00. Track maintenance between 13m88yd and 18m858yd.
381 Dingwall and Invergordon	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 19mp and 31m638yd and signalling work.
382 Invergordon and Tain	Single BLOCKED	09 30 to 21 00. Bridgework (OB No.77/2). <u>Possession to be given up for the passage of booked services.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK - continued</u>		
<u>SUNDAY 17 AUGUST - continued</u>		
383 Brora and Helmsdale	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 95m1480yd and 96m440yd. <u>Possession to be given up for the passage of booked services.</u>
384 Forsinard and Georgemas Jn	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 131m1320yd and 131m1540yd. Mechanical equipment in use.
<u>MONDAY 18 to FRIDAY 22 AUGUST</u>		
385 Brora and Helmsdale	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 90m105yd and 101m880yd.
<u>TUESDAY 19 and WEDNESDAY 20 AUGUST</u>		
386 Muir of Ord and dingwall	Single <u>Between Trains</u>	22 00 Tue to 06 00 Wed. Track maintenance between 13m88yd and 18m858yd.
<u>DINGWALL TO KYLE OF LOCHALSH UNTIL FURTHER NOTICE</u>		
387 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
388 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.
<u>SUNDAY 17 AUGUST</u>		
389 Dingwall and Garve	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 5m870yd and 6m130yd. <u>Possession to be given up for the passage of booked services.</u>
<u>MONDAY 18 to FRIDAY 22 AUGUST</u>		
390 Dingwall and Garve	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 0m418yd and 11m1430yd.
<u>WEDNESDAY 20 to FRIDAY 22 AUGUST</u>		
391 Dingwall and Garve	Single <u>Between Trains</u>	22 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between 0m418yd and 11m1430yd.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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 further notice.

See section D of this notice.

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 13 $\frac{1}{2}$ mp and 11 $\frac{1}{2}$ mp 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 $\frac{1}{2}$ mp are deleted.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line Over curves between 2 $\frac{1}{2}$ mp and 1 $\frac{1}{2}$ mp 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 0m1392yds) 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 0m357yds) 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 0m571yds) has been recovered.

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 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)

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
- 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)

\*\*\*\*\*

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

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 APPENDIXSECTION 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

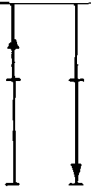
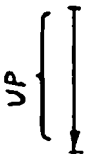
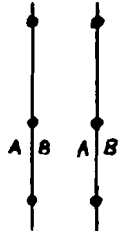
Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<u>Page 20</u> <u>CARLISLE TO GLASGOW CENTRAL</u> <u>Between Law Jn and Garriongill Jn</u> <u>Delete:-</u> 	OHNS	84 510			(21/6/86)	
<u>Page 29</u> <u>MIDCALDER JN TO HOLYTOWN JN</u> <u>Between Addiewell and Fauldhouse North</u> <u>Amend:-</u> <u>to read:-</u>			50 60	60 60	13½mp and 11½mp. 13½mp and 11½mp.	(18/8/86)
<u>Page 30</u> <u>Between Benhar Jn and Carfin</u> <u>Delete:</u>			60 60	50 50	9mp and 7½mp. Over curves 2½mp and 1½mp.	(18/8/86)
<u>Page 31</u> <u>LAW JN TO UDDINGSTON JN</u> <u>Between Law Jn and Wishaw Central</u> <u>Add:-</u> 	OHNS	84 510			(21/6/86)	

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

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down	Up	
				mph		
Page 32	<u>LAW JN TO UDDINGSTON JN</u>					
	<u>Delete:-</u>					CW Up, 0m130yd (20/4/86)
Page 36	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>					
	<u>Amend:-</u> Finnieston	4	70			
	to read:- Exhibition Centre	4	70			(21/6/86)
Page 38	<u>LARKFIELD JN TO SHIELDS JN</u>					
	<u>Amend table to read :-</u>					
	 Larkfield Jn (See pages 25 and 47)	101	20	<u>30</u> <u>25</u>	<u>30</u> MAXIMUM PERMISSIBLE SPEED Through jn to Muirhouse Jn.	All lines in this table are controlled from Glasgow Central.
	West St tunnel (110 yards)	101	350	to		
		101	460			
	OHNS	101	530			CW. Down 180 yards after passing Sig G.713.

MON-D3

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Page 38 - Amend - continued</u>					
	Terminus Jn (See below and page 48)	101 1080		15	Through jn to Muirhouse Jn.
	Shields Jn (See below and page 50)	102 330		25	Through jn.
<u>SHIELDS JN TO TERMINUS JN (UP THROUGH SDG) GOODS LINE</u>					
Amend table to read :-					
<u>SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)</u>					
	Shields (See above and page 50)	1 684		5	MAXIMUM PERMISSIBLE SPEED
		1 110			
	Terminus Jn (See above and pages 39 and 48).	101 20			
Line in this table is controlled from Glasgow Central.					
Amended (7/6/86)					
<u>Page 40</u>					
<u>GREटना JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>					
Between Dumfries South (DS) and Holywood LC					
Amend to read:-					
	Dumfries South (DS)	92 1010		60	92m700yd and 93m1120yd.
				45	Over curve, 92m700yd and 92mp
	Dumfries Stn. (D) (See page 44)	91 1300		30	Through stn. on main lines 92mp to 91½mp
	Hollywood LC	88 680			
(3/8/86)					

NON-D4

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up At or between		
<u>Page 41</u>						
					Delete :- Barony Jn.; dots signifying block post and all associated information. (27/5/86)	
<u>Page 44</u>						
					Delete :- BARONY JN TO BARONY COLLIERY (GOODS LINE) table. (27/5/86)	
<u>Page 47</u>						
	<u>KILMARNOCK TO BARASSIE</u>					
	Amend:- Gatehead LC					
	to read:- Gatehead LC (AHB)	2 1320			(29/6/86)	
	Amend:- Shewalton Moss GF (incl) to Barassie to read :-					
	Shewalton Moss GF (S) (See below and Local Instructions Page 26	5 1540	40	40	5m1320yd and 5m1540yd	Controlled from Paisley.
	Barassie (See Page 53)	7 1230	30	30	Over curve and through jn 7 $\frac{1}{2}$ mp and 7m1230yd.	Amended (25/5/86)
<u>Page 50</u>						
	<u>BRIDGE STREET JN TO STRANRAER</u>					
	Add as 2nd MAXIMUM PERMISSIBLE SPEED entry:-					
	BETWEEN ELDERSLIE AND BOGSIDE		40	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION	Amended (17/5/86)
	Amend item in Remarks column at bottom of page to read :-				"All lines between <u>Hillington East</u> and <u>Dalrymple Jn</u> (incl) are controlled from Paisley. Amended (1/6/86)	
<u>Page 51</u>						
	<u>PAISLEY GILMOUR STREET</u>					
	Delete note in Remarks column.				(6/4/86)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks		
		M	Yd	Down	Up		At or between	
Pages 51-54								
Amend :- Elderslie (incl) to Dalrymple Jn to read :-								
	Elderslie	9	70					
			9	970	40	40	Through Main line crossover	UPL 1285f (390m) (bi-directional)
	<u>Johnstone</u>	10	200					
		15	530	40	40	Through Lochwinnoch crossovers		
	<u>Lochwinnoch</u>	15	1250					
	<u>Glengarnock</u>	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					
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.			
<u>Dalry</u>	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).		

MON-D6

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51-54 - Amend - continued					
	<u>Kilwinning</u>	26 0	<u>40</u>	<u>40</u>	<u>Through trailing crossover.</u>
	Byrehill Jn (See page 63)	26 1540		<u>25</u>	<u>Through jn to Dubbs Jn.</u>
	Bogside (see page 64)	28 460	<u>40</u>	<u>10</u>	<u>To Snodgrass branch.</u>
	<u>Irvine</u>	29 620	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u>
	Gailes LC (AHB-X)	31 370	<u>X40</u>	<u>X40</u>	<u>Approaching level crossing in wrong direction.</u>
			<u>40</u>	<u>40</u>	<u>Over Main line trailing crossover.</u>
			<u>60</u>		<u>32m1720yd and 0m370yd.</u>
	<u>Barassie</u>	33 0			
		33 180			
		0 0	<u>30</u>	<u>30</u>	<u>Over connection, DPL to Kilmarnock single line</u>
	Barassie Jn (See Page 47)	0 20	<u>40</u>	<u>40</u>	<u>Entering, over and leaving DPL</u>
	Up main signal PB286	0 1630	<u>40</u>	<u>40</u>	<u>Entering, over and leaving UGL</u>
	<u>Troon</u>	1 350	<u>30</u>	<u>30</u>	<u>Over curves, 0m950yd and 1m570yd</u>
		1 1100			
	2 330				
	35 110				
Monkton Siding GF (S)	36 620				
<u>Prestwick</u>	37 750				
Falkland	38 1610	<u>50</u>	<u>50</u>	<u>39m150yd and 40m290yd</u>	

DPL 1180f (355m)

UGL 1305f(395m)

DGL 760f (230m)

MON-D7



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down Up mph	At or between		
Pages 51-54 - Amend	continued					
	<u>Newton-on-Ayr</u>	39 730				
	Newton Jn (See page 64)	39 880	<u>20</u>	<u>10</u>	<u>Through in to Killoch branch</u> <u>Through in to Ayr Harbour Jn.</u>	
	Down Ayr Signal PA340	39 970	<u>40</u>	<u>40</u>	<u>40m290yd and 40m680yd</u>	
	<u>Ayr</u>	40 1080	<u>40</u>	<u>25</u>	<u>40m680yd and 40m920yd</u>	
			<u>50</u>	<u>50</u>	<u>40m920yd and 40m1740yd</u>	
	Belmont LC (CCTV)	40 1360 41 990	<u>35</u>	<u>35</u>	<u>Through crossover.</u>	Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes. Controlled from Ayr relay room.
	Dalrymple Jn (See page 65)	43 1170	<u>45</u>	<u>45</u>	<u>Through crossover.</u>	
			<u>20</u>	<u>Through in to Benbane branch</u>	Amended (2/8/86)	
Page 61	<u>KILWINNING JN TO LARGS</u> Delete 1st item in Remarks column.				(10/8/86)	
Pages 61 and 62	Between Stevenston No.1 and Largs Delete all information and Add:-					
	Stevenston No.1 (See page 62)	28 0	<u>40</u>	<u>40</u>	<u>Through trailing crossover.</u>	DRS 1515f (460m)
	<u>Stevenston</u>	28 550				
	Stevenston No.2 LC	28 680	<u>50</u>	<u>50</u>	<u>29m730yd and 29m1690yd</u>	
	<u>Saltcoats</u>	29 1210				
	<u>Ardrossan Sth Beach</u>	30 840	<u>45</u>	<u>50</u>	<u>30m1060yd and 31mp</u>	
	Holm Jn	30 1060				

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Pages 61 and 62 - Add - continued</u>					
	<u>West Kilbride</u>	35 220			
	Hunterston (H) (See Page 63)	36 1140		<u>25</u>	<u>Over connection Single line to Up Main.</u>
	Fairlie High Sdg GF (S)	38 1650			
	<u>Fairlie High</u>	39 20			
	<u>Fairlie Tunnel</u> (990 yards)	39 260 to 39 1250			
	Admiralty Sdg GF (S)	39 1300		<u>50</u> <u>40</u>	<u>40m660yd and 40m1540yd</u> <u>41m660yd and Largs Stn.</u>
<u>Largs</u>	42 150				(Amended 4/8/86)
<u>Page 63</u>	<u>Delete - HOLM JN TO ARDROSSAN HARBOUR table</u>				(3/8/86)
<u>Page 64</u>	<u>AYR HARBOUR TO NEWTON JN (GOODS LINE)</u> <u>Add at top of Remarks column:-</u>				Controlled from Paisley (1/6/86)
	<u>NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)</u> <u>Add at top of Remarks column:-</u>				Controlled from Paisley 1/6/86)

MON-D9

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Page 65	<u>DALRYMPLE JN TO BENBANE (GOODS LINE)</u>					
	Amend reference in Remarks column to "Ayr" to read "Paisley"					(1/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
	Linlithgow Engineer's Sdg					
	Amend:- GSP (S)					
	to read:- GF (S)					(21/6/86)
Page 79	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
	Amend : Cadder (East end) to Cadder (West end) to read:-					
		Cadder (East end) (CR)	5 880	30	<u>Entering, over and leaving Down slow line.</u>	
		Cadder (West end)	4 1010	30	<u>Entering, over and leaving Up slow line</u>	All lines between Cadder (West end) (incl.) and <u>Queen St</u> are controlled from Cowlairs. (10/8/86)

WON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Page 80	EDINBURGH TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)					
	Amend Cowlairs West Jn to Queen St High Level to read:-					
	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
				40	40	Through facing crossover Through trailing crossover
				50		Entering and leaving Down Passenger loop East end
				20		
				40	40	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	20	20	Through tunnel Down direction
		0	330			
	Queen St High Level	0	00	50	50	Omp to 2 <sup>nd</sup> Up direction
Page 80	Delete:- COWLAIRS TO PORT DUNDAS (GOODS LINE) table					(28/6/86)

DPL 735f (225m)

NON-D11

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

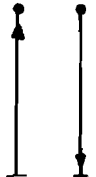
Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 81	<u>POLMONT JN TO LARBERT JN</u>				
	<u>Amend:-</u> to read:-		50 60	50 60	Maximum Permissible Speed. Maximum Permissible Speed.
	Between Polmont Jn and 24m1120yd				
	<u>Add:-</u>		50 40	50 40	Maximum Permissible Speed. 21m440yd and 21m500yd. Over curves 22mp and 23m220yd.
	Between 24m1120yd and Larbert Jn				
	<u>Amend:-</u> to read :-		55 50	55 50	Over curves 22m530yd and 22m1210yd 23m1340yd and 23m1600yd.
					(18/8/86)
Page 92	<u>HYNDLAND NORTH JN TO HYNDLAND WEST JN</u>				
	<u>Add:-</u>				S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
	Hyndland West Jn				
	<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>				
	<u>Add:-</u>				S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
	Hyndland West Jn				
Page 95	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>				
	<u>Delete note in Remarks column.</u>				(5/7/86)
Page 99	<u>CRUANLARICH TO OBAN</u>				
	<u>Delete note in Remarks column.</u>				(5/7/86)
Page 100	<u>MALLAIG JN TO MALLAIG</u>				
	<u>Amend note in Remarks column to read :-</u>				The line between Mallaig Jn and Annat in both directions is not AWS fitted. (5/7/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
<u>Page 102</u>						
	TWEEDMOUTH TO EDINBURGH WAVERLEY					
	<u>Amend :-</u> 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED				entries to read :-	
	BETWEEN TWEEDMOUTH AND BERWICK			125	125	MAXIMUM PERMISSIBLE SPEED
	BETWEEN BERWICK AND 69MP			100	100	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 69MP AND 52M790YD			90	90	MAXIMUM PERMISSIBLE SPEED
	Between Tweedmouth and <u>Berwick-upon-Tweed</u>					
	<u>Amend</u> last catch points entry in Remarks column to read :-					CW. Connection from Down Goods loop (north end) to Down Main line.
	<u>Add</u> in Remarks column :-					The Down line through Berwick Station is worked in both directions.
<u>Page 103</u>						
	<u>Amend :-</u>			90	90	67m1520yd and 69mp.
				80	80	69mp and 69m1450yd.
	to read :-			95	90	67m1520yd and 69mp.
				90	80	69mp and 69m1450yd.
	<u>Add:-</u>			85	85	69m1450yd and 53m750yd.
	Torness Siding GSP (S)	32	1690			(19/5/86) (15/6/86)
<u>Pages 119 and 120</u>						
	HAYMARKET WEST JN TO ABERDEEN					
	Between Usan and Montrose South					
	<u>Delete:-</u> T from Signalling System Column					(17/8/86)

NON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 130</u>					
<u>PERTH TO INVERNESS</u>					
<u>Amend:-</u>			<u>65</u> <u>60</u>	<u>65</u> <u>60</u>	20m510yd and 21m900yd Over curves, 23m1430yd and 23m1650yd
To read:-			<u>65</u> <u>60</u>	<u>65</u> <u>60</u>	20m510yd and 21m1030yd Over curves, 23m1340yd and 23m1650yd
<u>Page 133</u>					
<u>Delete</u>	<u>/T/</u>	65 880			(19/4/86)
	<u>/T/</u>	68 1450			(21/6/86)
<u>Page 135</u>					
<u>PERTH TO DUNDEE CENTRAL JN</u>					
<u>Amend between</u>	<u>Perth and Jn with single line to read:-</u>				
	Perth (P) (see pages 71 and 129)	21 20		<u>20</u>	<u>Through connection, Dundee Loop line to main line immediately in advance of Sig P46.</u>
	<u>Perth</u>	20 1410			
	Jn with single line	20 1080	<u>15</u>	<u>15</u>	Sig P65 and sig P112.
<u>Page 140</u>					
<u>ABERDEEN TO INVERNESS</u>					
<u>Amend:-</u>	Kinloss LC (AHB)	3 220			
to read:-	Kinloss LC (AHB)	2 1650			
<u>Amend:-</u>	Forres LC	0 330			
to read:-	Forres LC	0 352			(2/8/86)
<u>Between Lochdu LC (RG) and Dalcross LC (AHB)</u>					
<u>Amend</u>			<u>20</u> <u>60</u>	<u>20</u> <u>60</u>	<u>131m1210yd and 132m110yd.</u>
to read:-			<u>20</u> <u>60</u>	<u>20</u> <u>60</u>	<u>131m1210yd and 132m110yd.</u>
					(9/8/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 143					
<u>INVERNESS TO WICK</u> Between <u>Dingwall</u> and <u>Invergordon</u>					
<u>Delete:-</u> ET from Signalling System column.					(21/6/86)
Page 144					
<u>Tain - Delete:-</u>			15	15	<u>Through loop connections.</u>
					(21/6/86)
Page 145					
<u>Amend</u>	Kirkton LC (Open)		25	25	Approaching LC
to read	Kirkton LC (AOCL)		30 55	30 55	Approaching LC
					(1/6/86)
<u>Between Brora</u> and Helmsdale					
<u>Add:-</u> Dalchalm (AOCL)		91 660	25 50	25 50	<u>Approaching LC</u>
					(18/5/86)
Page 148					
<u>DINGWALL TO KYLE OF LOCHALSH</u> <u>Garve</u>					
<u>Delete:-</u>			15	15	<u>Through Loop connections.</u>
					(21/6/86)
Page 149					
<u>Achnasheen - Delete:-</u>			15	15	<u>Through loop connections.</u>
<u>Strathcarron - Delete:-</u>			15	15	<u>Through Loop connections.</u>
					(21/6/86)
Page 156					
<u>HAYMARKET WEST JN TO ABERDEEN</u> Between <u>Usan</u> and <u>Montrose South</u>					
<u>Delete:-</u> T from Signalling System Column					(17/8/86)



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

## SECTION 2

## TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 1</u>			
Gretna Jn to Eglinton Street Jn (via Kilmarnock)			
<u>Delete</u> :- Barony Jn/Auchinleck entry			(27/5/86)
<u>Page 2</u>			
<u>Delete</u> - Admiralty Sdg./Fairlie High entry			(11/5/86)
Stevenston No.2/Stevenston No.1 entry			(10/8/86)
<u>Delete</u> -			
<u>Holm Jn to Ardrossan Harbour</u> and relative entries.			(1/6/86)

## TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9

Signal Box	Signal	Remarks
<u>Page 9</u>		
<u>Inverness to Wick</u>		
Dingwall	<u>Delete</u> entry in Remarks column	(21/6/86)

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

From	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
<u>Add:-</u>				
Kilwinning Jn to Largs	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 the item published in Weekly Operating Notice No.16				Amended (22/7/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEXAdd:-

Anti-Vandal trains

Page  
79

(31/5/86)

RULE BOOK SECTION H, CLAUSES 3/16 AND 4/13

Place	Line and Location	Location of Telephone
<u>Page 1</u>		
<u>Delete:-</u>		
	Newtonmore entry	
	Culloden Moor entry	
<u>Page 2</u>		
<u>Add:-</u>		
Muir of Ord	Down Platform	South end of platform (21/6/86)

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 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

2. 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 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 Cowlairs 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 C96 and C92.  
 Cowlairs      -      Down lines      Between Signals C80, C53 and C4, C5, C21.  
 (Note - Vehicles 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:-

<u>From</u>	<u>To</u>	
Hunterston	Largs	
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 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)

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 7.5Amend 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 7.6Amend 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 20BAdd 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 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFFAdd:- Carmondean Jn to Bathgate Station

(4/5/86)

Page 24BREAKDOWN CRANESAmend tabular information to read :-

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 SidingsAmend 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

(21/6/86)

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:-

<u>Location</u>	<u>Crane Nos. Affected</u>
Auchmuty Branch ) Inverness Harbour Branch )	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

Page 26

SPEED RESTRICTIONS

Amend tabular information to read:-

<u>Location</u>	<u>Speed mph</u>	<u>Crane Nos. Affected</u>
Forth Bridge - Up line	10	ADRC 95204
Burghhead 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.

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 communication 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 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 conversations 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 61WORKING OF DIESEL MULTIPLE UNIT TRAINSDelete - Anti-Vandalism train and relative instruction

(31/5/86)

Page 79 - AddANTI-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 81CONTINUOUS BRAKE TRAIN OPERATION

From	To	Line	Maximum unfitted load (tonnes)
1. <u>Assisting in rear</u>			
2. <u>Areas of Signalling Restraint</u>			
<u>Carlisle to Glasgow Central</u>			
<u>Amend</u> - Uddingston to Motherwell entry to read :-			
Newton East Jn	Motherwell	Up	90 (20/4/86)

Page 101STABLING 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 4LOCAL INSTRUCTIONSINDEX

	B	<u>Page</u>
<u>Page (i) Delete:-</u> Barony Colliery Branch		26 (27/5/86)
<u>Page (iii)</u> <u>Delete</u> Fairlie entry		(11/5/86)

Page 20FINNIESTON STATION

Amend heading to read:- EXHIBITION CENTRE STATION (21/6/86)

Page 23DUMFRIES

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 26SHEWALTON 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

Add:-

Engineers' trains - The locomotive must always be on the lower end when working between signals G24, G25, G26, G27, 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

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 Board 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 - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 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 Corroul, tokens must only be exchanged at a stop board at Corroul Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, 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 Corroul, when a train is allowed to go forward from Rannoch or Tulloch towards Corroul 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 - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 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 be taken as meaning distant boards and instructions concerned observed as far as can be applied.

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

At Corrou, the stop board on the single line, on the approach to the facing points for the direction concerned, must be regarded as the home signal.

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

On passing the distant board the driver must regulate the speed of his train in order to be able to stop at the 'points set' indicator, if 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 Corrou, on passing the distant board the driver must regulate the speed of his train in order to be able to stop at the first stop board, on the approach to the facing points, if necessary. This also applies in respect to Crianlarich (Up branch only).

Should any train be brought to a stand owing to the 'points set' light indicator not being illuminated, the provisions of the Rule Book, Section K, clause 3.1 must be complied with. (This does not apply at Corrou). Amended (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 61GLENFINNANShunting

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, 63BETWEEN 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.
- 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 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. <u>SPECIMEN</u>	DATE _____
<u>BRITISH RAILWAYS</u> <u>(Scottish Region)</u>	
To the Driver of _____ train.	
On arrival at Mallaig you are instructed to shunt the train clear of the single line in accordance with the Local Instructions.	
Authorised by _____	
Designation _____	
_____ Signalman Arisaig/Glenfinnan*	
_____ Driver	
* Delete as appropriate	

(5/7/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL 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)

Page 84THORNTON YARDDeparting 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 91/92INVERNESS

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 94DINGWALL

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

Authority for Down trains to proceed

(21/6/86)

Page 95

BETWEEN INVERGORDON AND FEARNAmend 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 LOCHALSHShuntingAmend 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)

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

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 temporary 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 : 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.

<u>Station</u>	<u>Location</u>
Coatdyke	Down platform, on station buildings.
Sunnyside	Down platform, on station buildings
Blairhill	Down platform, under road overbridge (Glasgow end)
Easterhouse	Down platform, on station buildings
Garrowhill	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)

\* \* 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)





MS6

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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

## MAIN 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	"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
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 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
	P.L.	-	"B" 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 0m1392yds) 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 0m357yds) 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 0m571yds) 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)

MIDCALDER JN TO HOLYTOWN JN - The permanent speed restriction of 50mph on the Down line between 13 $\frac{1}{2}$ mp and 11 $\frac{1}{2}$ mp has been increased to 60mph between 13 $\frac{1}{2}$ mp and 11m1220yd.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line between 9mp and 7 $\frac{1}{2}$ mp have been deleted.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line Over curves between 2 $\frac{3}{4}$ mp and 1 $\frac{3}{4}$ 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 further 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. (23)

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)

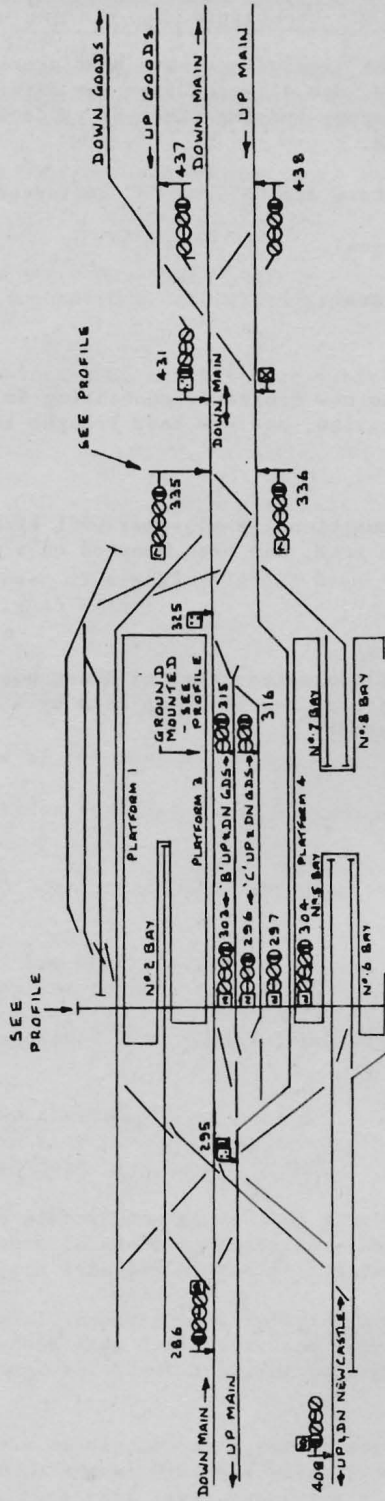
MILLERHILL MARSHALLING YARD - The new crossover connecting No.2 departure line and the C & W Workshops, previously installed, has now been brought into use. (24)

- \* \* 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)

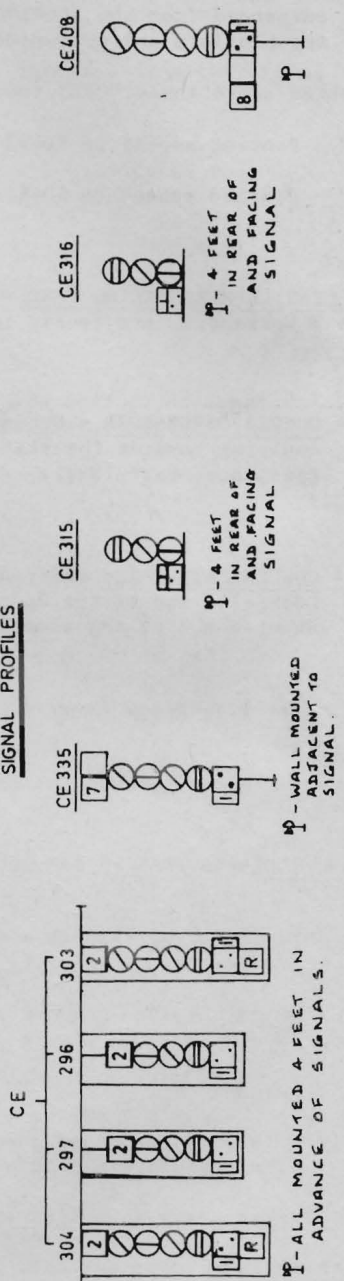
- \* \* COWDENBEATH - The existing illuminated Limit of Shunt board, situated at the Lochgelly end of the Up platform, has been replaced by a reflectorised Limit of Shunt board at the same location. (22)

# CARLISLE

## PROVISION OF GOODS LINES THROUGH STATION



### SIGNAL PROFILES



P - ALL MOUNTED 4 FEET IN ADVANCE OF SIGNALS.  
 P - WALL MOUNTED ADJACENT TO SIGNAL.  
 P - 4 FEET IN REAR OF AND FACING SIGNAL.  
 P - 4 FEET IN REAR OF AND FACING SIGNAL.



MS6

**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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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.

ENERGISATION OF OVERHEAD LINE EQUIPMENT - continued

---

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 opposite 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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)

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)

## 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 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 SIGNALSMAIN SIGNALS

<u>SIGNAL (CE)</u>	<u>ASPECT</u>	<u>INDICATION</u>	<u>ROUTE TO</u>
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	"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 - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCARLISLE P.S.B. - continuedAPPLICATIONS OF MAIN RUNNING SIGNALS AND POSITION LIGHT GROUND SIGNALS - continuedMAIN SIGNALS

<u>SIGNAL (CE)</u>	<u>ASPECT</u>	<u>INDICATION</u>	<u>ROUTE TO</u>
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 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
	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. (25)

\* \*MIDCALDER JN TO HOLYTOWN JN - The permanent speed restriction of 50mph on the Down line \* between 13 $\frac{1}{2}$ mp and 11 $\frac{1}{2}$ mp has been increased to 60mph between 13 $\frac{1}{2}$ mp and 11m1220yd.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line between 9mp and 7 $\frac{1}{2}$ mp have been deleted.

The permanent speed restrictions of 60mph on the Down line and 50mph on the Up line Over curves between 2 $\frac{1}{2}$ mp and 1 $\frac{1}{2}$ mp have been deleted.

See Section D of this Notice.

(24)

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)



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)

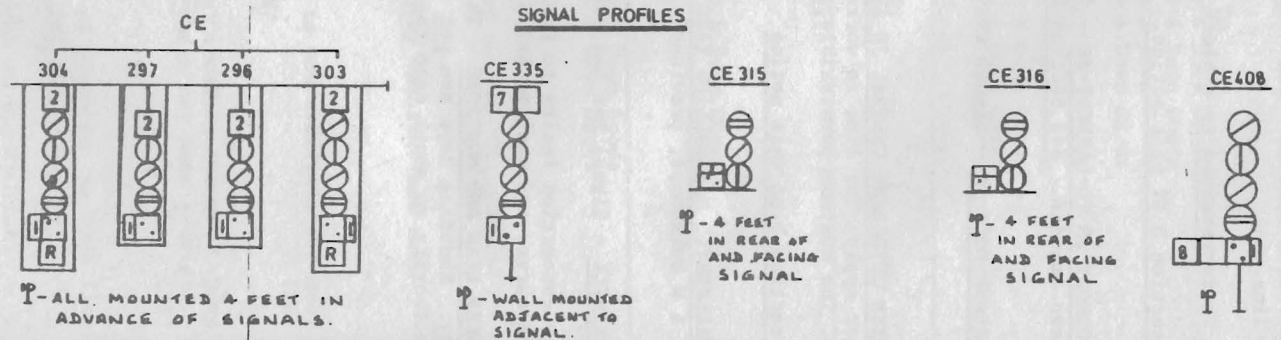
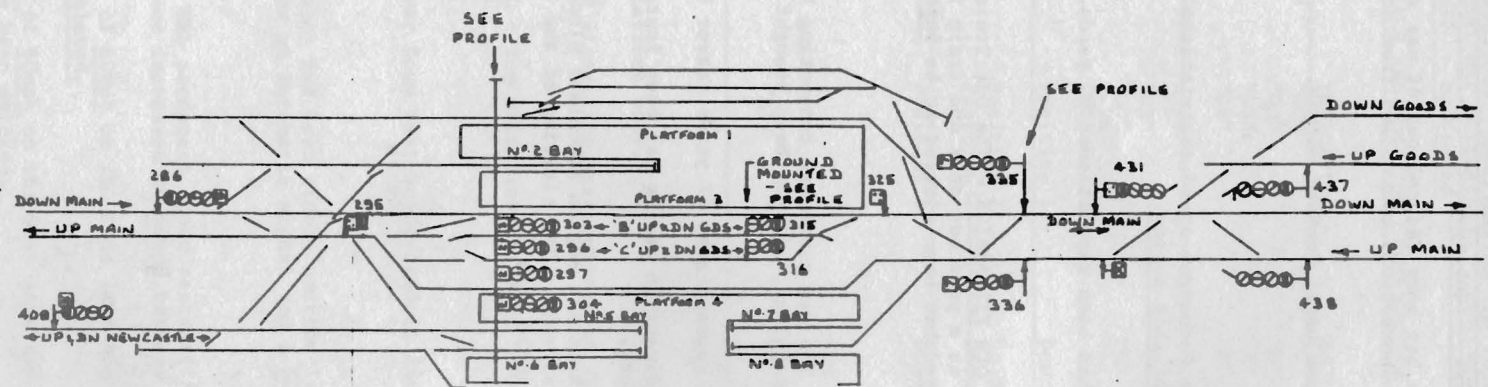
MILLERHILL - Signal M46 has been repositioned 67 yards nearer Millerhill South Junction.

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)

# CARLISLE

## PROVISION OF GOODS LINES THROUGH STATION



SC-NOR

**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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

## 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 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 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 0miles505yds and 0miles1230yds.

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 0miles660yds, 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 SIGNALSMAIN SIGNALS

<u>SIGNAL (CE)</u>	<u>ASPECT</u>	<u>INDICATION</u>	<u>ROUTE TO</u>
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	"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 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
	P.L.	-	"B" Up & Down Goods

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)

LARKFIELD JN - The facing crossover Down fast to Clydesdale line is now available for use. (26)

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 lm680yd and lm730yd 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. (27)  
(Effective until 14.9.86)

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. (26)  
(Effective until 14.9.86)

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.

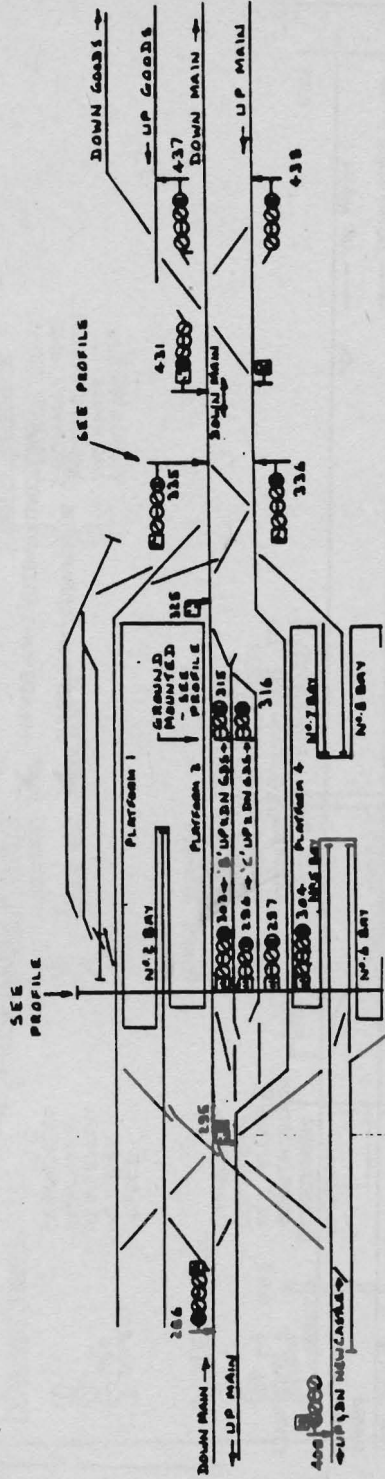
The trailing connection between the Up Aviemore line and Millburn Yard has been renewed in a new alignment nearer the Up Aviemore line. The trap points at the exit from the Marshalling Yard have been renewed approximately 75 yards from the box. The ground disc signal applying Marshalling Yard towards 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.

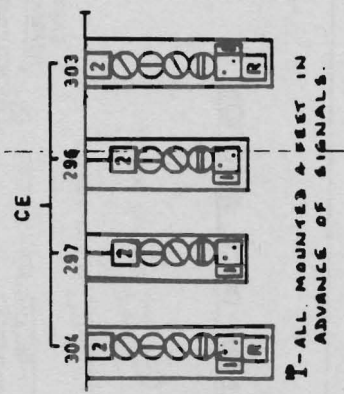
The Up Aviemore home 2 signal has been repositioned 39 yards further from the box. (26)

# CARLISLE

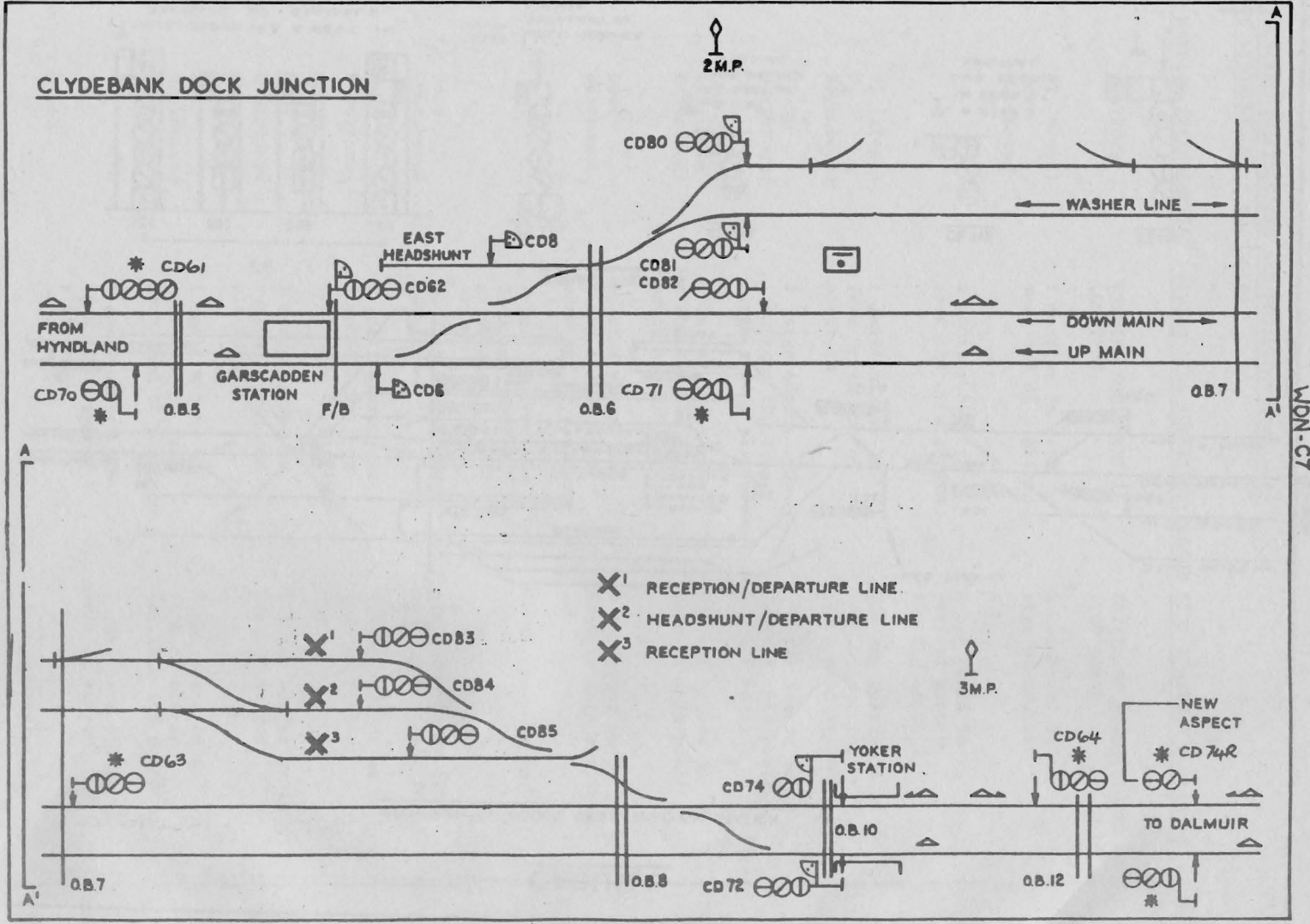
## PROVISION OF GOODS LINES THROUGH STATION



### SIGNAL PROFILES



AUGUST 1904



MDN-C7



## EXPLANATION OF SYMBOLS.

### COLOUR LIGHT SIGNALS.

#### 2 ASPECT SIGNAL.



CAPABLE OF  
DISPLAYING  
RED OR GREEN  
ASPECT.



CAPABLE OF  
DISPLAYING  
RED OR YELLOW  
ASPECT.



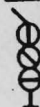
CAPABLE OF  
DISPLAYING  
YELLOW OR  
GREEN ASPECT.

#### 3 ASPECT SIGNAL.



CAPABLE OF  
DISPLAYING  
RED, YELLOW  
OR GREEN  
ASPECT.

#### ROUTE INDICATOR



JUNCTION TYPE  
RULE BOOK - SECTION 'C'

#### SUBSIDIARY SIGNAL.



POSITION LIGHT  
(NORMALLY OUT)  
PROCEED ASPECT:-  
TWO WHITE  
LIGHTS AT 45°

#### 4 ASPECT SIGNAL.



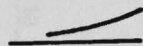
CAPABLE OF  
DISPLAYING  
RED, YELLOW,  
DOUBLE YELLOW  
OR GREEN  
ASPECT.

#### SHUNT SIGNAL



ELEVATED POSITION LIGHT  
NORMAL ASPECT :- RED &  
WHITE HORIZONTAL LIGHTS  
PROCEED ASPECT :- TWO  
WHITE LIGHTS AT 45°

#### POINTS



CONTROLLED



HAND POINTS



SPRING POINTS

#### MISCELLANEOUS



MILE POST



EXISTING SIGNAL.



A.W.S.



A.W.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.



# 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.

ENERGISATION OF OVERHEAD LINE EQUIPMENT - continued

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 - 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 opposite 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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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 ATEMPORARY 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.

Location	Lines affected		Mileage		Restriction mph	Remarks
			At M	between Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>						
1	Shieldmuir Jn and Garriongill Jn	-	Up	86 1046	85 1740	$\frac{20}{40}$ Trackwork. (86/26) Begins 00 00 Sun 21 Sep.
2	Uddingston Jn	Down	-	93 000	93 1087	20 Trackwork. (86/24)
		Main				
3	Uddingston Jn	Down	-	93 1087	93 1220	40 Condition of track. (86/24)
		Main				
4	Polmadie and Larkfield Jn	Down	-	100 1500	101 44	20 Condition of track. (86/20)
		Clyde edale				
<u>MIDCALDER JN TO HOLYTOWN JN</u>						
5	Hartwood and Bellside GF	Down	-	6 980	6 985	40 Condition of track. (86/4)
<u>LAW JN TO UDDINGSTON JN</u>						
6	Holytown Jn and Ravenscraig No.2	-	Up	88 1340	88 1260	40 Condition of track. (86/23)
7	Uddingston Jn	-	Up	MINUS 0 70	0 400	20 Condition of track. (86/20)
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>						
8	Anderston Tunnel and Bridgeton	-	Up	1 1230	1 880	20 Condition of track. (85/34)
<u>LARKFIELD JN TO SHIELDS JN</u>						
9	Terminus Jn and Shields Jn	Down	-	101 1140	101 1320	20 Condition of track. (86/63)
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>						
10	Dumfries South	Down	-	92 1100	92 920	$\frac{20}{40}$ Condition of track. (85/50)
11	Dumfries South	-	Up	92 920	92 1100	40 Condition of track. (85/43)

## WON-A2

Location	Lines affected	Mileage				Restriction mph	Remarks
		At		between			
		M	Yd	M	Yd		
<u>GREтна JN TO EGLINTON STREET JN (VIA KILMARNOCK) - continued</u>							
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	Muirhouse North Jn and Eglinton Street Jn	Down	Up	0 704	0 1084	20	Trackwork. (86/23)
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>							
16	Crosshill and Pollokshields East	Inner	-	0 1550	0 880	20	Trackwork. (86/17/18)
<u>BRIDGE STREET JN TO STRANRAER</u>							
17	Lochwinnoch and Johnstone	-	Up	10 1320	10 700	20	Trackwork. (86/20)
18	Lochwinnoch and Johnstone	-	Up	15 1190	15 600	$\frac{20}{40}$	Trackwork (86/20)
19	Lochwinnoch and Glengarnock	Down	Up	18 750	18 790	20	Condition of bridge (UB No.43). (86/24) NOTE : For all trains except <u>Electric/Diesel</u> <u>Multiple Units.</u>
20	Lochwinnoch and Glengarnock	Down	Up	18 750	18 790	40	Condition of bridge (UB No.43). (86/24) NOTE : For <u>Electric/Diesel Multiple</u> <u>Units Only.</u>
21	Kilwinning Jn and Dalry	-	Up	25 1375	25 820	20	Trackwork. (86/25)
<u>PAISLEY TO GOUROCK</u>							
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)
<u>WEMYSS BAY JN TO WEMYSS BAY</u>							
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)
<u>KILWINNING JN TO LARGS</u>							
26	Holm Jn	Down	-	30 920	30 1540	20	Trackwork. (86/19) <u>Finishes 00 30 Sun 21 Sep.</u>
26A	Holm Jn	Single		30 920	30 1540	40	Trackwork. (86/26) <u>Begins 00 30 Sun 21 Sep.</u>

Location	Lines affected		Mileage		Restriction mph	Remarks
			At M	between Yd		
<u>KILWINNING JN TO LARGS - continued</u>						
27 West Kilbride and Holm Jn	-	Up Goods	33	1100	33 440	20 Trackwork. (86/26) <u>Begins 18 00 Sun 21 Sep.</u>
<u>MOTHERWELL TO PERTH</u>						
28 Greenhill Lower Jn and Carmuir West Jn	Down -		106	1252	107 440	<u>20</u> 40 Trackwork. (86/24)
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>						
29 Langloan Jn and Carmyle Jn	Down -		2	1300	2 1230	20 Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>						
30 Lenzie	Down -		6	780	6 308	<u>20</u> 40 Trackwork. (86/24)
31 Bishopbriggs	-	Up	3	000	3 577	<u>20</u> 40 Trackwork. (86/24)
<u>NEWBRIDGE JN TO BATHGATE</u>						
32 Newbridge Jn and Cawburn Jn	Down -		33	1060	32 1320	20 Trackwork. (86/17/18)
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>						
33 Garscadden and Clydebank Dock Jn	Down -		1	1520	1 1750	20 Trackwork. (86/24)
34 Clydebank Dock Jn and Garscadden	-	Up	1	1750	1 1520	20 Trackwork. (86/26) <u>Begins 00 00 Sun 21 Sep.</u>
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>						
35 Garelochhead and Glen Douglas	Single		12	400	12 500	10 Condition of bridge (UB No.34). (86/12)
36 Arrochar & Tarbet and Ardlui	Single		23	200	23 400	20 Bridgework. (UB No.70) (86/25)
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>						
37 Oxwellmains and Dunbar	Down -		30	50	29 1750	20 Bridgework. (UB No.88) (86/15) <u>Finishes 15 00 Wed 24 Sep.</u>
38 Prestonpans and Monktonhall Jn	Down -		8	66	7 880	20 Trackwork. <u>Applies 08 00 to 15 15</u> <u>Sun 21 Sep.</u>
39 Monktonhall Jn and Prestonpans	-	Up	7	748	8 66	20 Trackwork. (86/25)
<u>MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)</u>						
40 Monktonhall Jn and Millerhill South Jn	Single		0	220	0 180	10 Trackwork. (86/26) <u>Begins 08 00 Sun 21 Sep.</u>



## WON-A4

Location	Lines affected	Mileage				Restriction mph	Remarks		
		At		between					
		M	Yd	M	Yd				
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>									
41	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of Track. (85/22)
<u>HAYMARKET WEST JN TO ABERDEEN</u>									
42	Inverkeithing East Jn and Burntisland	Down	-	17	550	17	880	20	Trackwork. (86/24)
43	Burntisland and Inverkeithing East Jn	-	Up	17	880	17	550	20	Trackwork. <u>Applies 08 00 to 16 00</u> <u>daily, Sun 21 to Fri 26</u> <u>Sep.</u>
44	Laurencekirk and Craigo	-	Up	210	550	210	110	40	Trackwork. <u>Applies 22 00 Sat 20 to</u> <u>24 00 Sun 21 Sep.</u>
45	Craigo and Laurencekirk	Down	-	210	110	210	550	20	Trackwork. (86/20)
<u>LADYBANK JN TO HILTON JN</u>									
46	Ladybank Jn and Clatchard Craig South GF	Single		5	1680	6	00	20	Bridgework (UB No.13) (86/8)
<u>PERTH TO INVERNESS</u>									
47	Pitlochry and Blair Atholl LC	Single		29	1380	30	320	40	Condition of track. (86/24)
48	Kingussie LC and Kincaira Loop	Single		73	390	73	990	$\frac{20}{40}$	Trackwork. (86/25)
49	Culloden Moor	Single		111	660	111	710	20	Trackwork. <u>Applies 21 00</u> <u>Sat 20 to 10 00 Fri 26</u> <u>Sep.</u>
<u>ABERDEEN TO INVERNESS</u>									
50	Keith and Rosarie LC	Single		28	1640	28	320	$\frac{20}{40}$	Trackwork. (86/15)
51	Rosarie LC and Elgin	Single		27	198	26	1078	$\frac{20}{40}$	Condition of track. (85/33)
<u>INVERNESS TO WICK</u>									
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

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
<u>DINGWALL TO KYLE OF LOCHALSH</u>							
54 Achnasheen and Achnashellach	Single	28	00	28	1000	20	Trackwork. (86/25) <u>Finishes 14 00 Fri 26 Sep.</u>
=====							

SECTION BTEMPORARY ENGINEERING WORKS

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL</u>		
<u>UNTIL FURTHER NOTICE</u>		
55	Shieldmuir Jn and Motherwell All	00 00 to 05 00 daily. Signalling work.
56	Glasgow Central All	00 00 to 06 00 daily. Signalling work.
<u>SATURDAY 20 SEPTEMBER</u>		
57	Law Jn and Shieldmuir Jn Down and Up	BLOCKED 00 50 to 05 10. Overhead line work. <u>Trains diverted via Wishaw Cen. Isolation of electrical sections MC1 (f) and MC2 (a).</u>
58	Larkfield Jn and Glasgow Central Down and Up No.1 Down and Up and Nos.2 and 3 Carriage Sidings	BLOCKED 00 00 to 05 00. Overhead line work. <u>Isolation of electrical sections EG1 and 2.</u>
	Lines W and X and Platforms Nos.1 to 6	BLOCKED (to electric trains)
59	Glasgow Central No.1 Down Line	BLOCKED 00 30 to 05 30. Track renewal at Points No.382B.
<u>SUNDAY 21 SEPTEMBER</u>		
60	Carlisle South Jn All	07 30 to 16 00. Signalling work. <u>Points and signals disconnected.</u>
61	Kirtlebridge GF and Lockerbie Down and Up	BLOCKED 07 00 to 16 00. Signalling work (Lockerbie), track renewal, loading rails and track maintenance. <u>Isolation of electrical sections EU1 and 2.</u>
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). <u>Isolation of electrical sections EM3 and 4.</u>
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 02 30 to 11 00 ) Track maintenance. Down BLOCKED 11 15 to 16 30 )
68	Carstairs Station Jn and Lanark Jn Down and Up	BLOCKED 08 00 to 16 00. Track renewal.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 21 SEPTEMBER - 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 ) overhead line work, track ) renewal and track maintenance. 08 00 to 16 00 ) <u>Single line working over Up line 03 00 to 08 00. Isolation of electrical sections MC3 and 4, 03 00 to 16 00.</u>
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. <u>Isolation of electrical sections MC1 and 2.</u>
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. <u>Inter-Regional trains diverted via R&amp;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.</u>
71 Uddingston Jn and Newton West Jn	Down and Up BLOCKED	00 15 to 22 30. Platform work (Uddingston) and overhead line work. <u>Inter-Regional trains diverted via R&amp;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.</u>
72 Polmadie	All	08 00 to 17 00. Signalling work.
73 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 ) line work. Possession to be ) given up for passage of 1641, 01 00 to 08 00 ) <u>10 05 Manchester Vic to</u> ) <u>Edinburgh over Clydesdale lines.</u> ) Isolation of electrical sections ) <u>EN1 (a and b) and EN2 (b to h).</u> 08 00 to 17 50 ) ) )
74 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 EGI, 2, 3 and 4 and EN3 and 4.</u>
75 Glasgow Central	All	08 00 to 17 00. Signalling work.
76 Glasgow Central	No.6 Line BLOCKED	08 00 to 18 00. Track renewal at points No.358.
77 Glasgow Central	Line Y BLOCKED	08 00 to 18 00 Track renewal at points No.358.C.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

CARLISLE TO GLASGOW CENTRAL - continuedSUNDAY 21 SEPTEMBER - 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.

MONDAY 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. <u>Electric hailed trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.</u>
81 Polmadie and Rutherglen West Jn	Up Slow BLOCKED	00 00 to 05 05. Overhead line work. <u>Isolation of electrical sections EN3.</u>

MONDAY 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. <u>Isolation of electrical sections LM4 and EM4.</u>
---	--------------------------------------	---

TUESDAY 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.

TUESDAY 23 and WEDNESDAY 24 SEPTEMBER

86 Glasgow Central	No.5/Y Line BLOCKED	00 30 to 05 00 daily. Track renewal at points No.343A.
--------------------	------------------------	---

TUESDAY 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. <u>Isolation of electrical sections EG1 and 2, EN3 (a and b) and EN4 (d).</u>
89 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. <u>Isolation of electrical sections EG3 (a to g) and EG4 (d and e).</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>THURSDAY 25 and FRIDAY 26 SEPTEMBER</u>		
90 Glasgow Central	No.6/Z Line BLOCKED	00 30 to 05 00 daily. Track renewal at points No.343B.
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
91 Slateford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
<u>SUNDAY 21 SEPTEMBER</u>		
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.
<u>MONDAY 22 to WEDNESDAY 24 SEPTEMBER</u>		
95 Carstairs East Jn and Midcalder Jn	Down BLOCKED	07 35 to 11 15 daily. Track maintenance.
<u>WEDNESDAY 24 and THURSDAY 25 SEPTEMBER</u>		
96 Midcalder Jn and Carstairs East Jn	Up BLOCKED	00 30 to 07 15 daily. Track maintenance.
<u>THURSDAY 25 and FRIDAY 26 SEPTEMBER</u>		
97 Curriehill GSP and Slateford	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 95m950yd and 98m1650yd.
<u>MIDCALDER JN TO HOLYTOWN JN</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
98 Benhar Jn and West Calder	Up BLOCKED Down <u>Between Trains</u>	08 00 to 16 00. Track maintenance between 11m240yd and 18m620yd.
99 Benhar Jn and Holytown Jn	Down and Up BLOCKED	08 00 to 18 00. Track renewal and track maintenance. <u>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.</u>
<u>TUESDAY 23 and WEDNESDAY 24 SEPTEMBER</u>		
100 West Calder and Benhar Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 18m620yd and 11m240yd.
<u>THURSDAY 25 SEPTEMBER</u>		
101 Midcalder Jn and West Calder	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 23m260yd and 18m620yd.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>LAW JN TO UDDINGSTON JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
102 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
<u>SUNDAY 21 SEPTEMBER</u>		
103 Law Jn and Wishaw Central	Down and Up BLOCKED	08 30 to 16 45. Overhead line work, signalling work (Wishaw) and track renewal. <u>Isolation of electrical sections ML1(c,d,e and k) and ML2(e,f and g).</u>
104 Mossend West Jn and Bellshill	Down BLOCKED Up <u>Between Trains</u>	08 00 to 24 00. In connection with engineering work at Uddingston Station. <u>Single line working over Up line. 1011 09 35 Edinburgh to Poole and 1S41 10 05 Manchester Vic to Edinburgh diverted via R&amp;C lines.</u>
<u>WISHAW CENTRAL JN TO SHIELDMUIR JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
105 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.
<u>TUESDAY 23 SEPTEMBER</u>		
106 Wishaw Central Jn and Shieldmuir Jn	Single BLOCKED	00 30 to 05 30. Track maintenance.
<u>MOSSEND SOUTH TO RAVENS CRAIG NO.3 (GOODS LINE)</u>		
<u>MONDAY 22 and TUESDAY 23 SEPTEMBER</u>		
107 Mossend South Jn and Ravenscraig No.3	Down and Up <u>Between Trains</u>	08 30 to 15 30 daily. Track maintenance.
<u>MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)</u>		
<u>UNTIL FURTHER NOTICE</u>		
108 Motherwell and Hamilton Central	Down <u>Between Trains</u>	05 00 to 17 00. Earthwork.
<u>SUNDAY 21 SEPTEMBER</u>		
109 Motherwell and Newton East Jn	Down and Up BLOCKED	00 00 to 08 00. Earthwork. <u>Isolation of electrical sections MHL.</u>
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
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.
<u>NEWTON WEST JN TO CATHCART WEST JN</u>		
<u>SATURDAY 20 SEPTEMBER</u>		
111 Newton West Jn and Cathcart East Jn	Down and Up BLOCKED	00 30 to 05 00. Overhead line work. <u>Isolation of electrical sections MN5 and 6.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>NEWTON WEST JN TO CATHCART WEST JN - continued</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
112 Newton West Jn and Cathcart East Jn	Down and Up <u>Between Trains</u>	06 00 to 18 00. Machine crossing line at Burnside
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
113 Newton West Jn and Cathcart West Jn	Down and Up <b>BLOCKED</b>	00 30 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections MN5 and 6.</u>
<u>CATHCART EAST JN TO CATHCART NORTH JN</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
114 Cathcart North Jn and Cathcart East Jn	Up <b>BLOCKED</b>	07 30 to 22 00. In connection with engineering work between Muirhouse North Jn and Eglinton Street Jn. <u>Single line working over Down line.</u>
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
115 Rutherglen North Jn and Finnieston	Down and Up <b>BLOCKED</b>	00 00 to 08 00. Track renewal. <u>Isolation of electrical sections PR1 and 2.</u>
<u>GREтна JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
116 Annan	All	07 30 to 16 00. Signalling work (LM Region).
116A Dumfries South and Dumfries Station	Down <b>BLOCKED</b> Up <b>BLOCKED</b>	00 30 to 13 45 ) Track renewal. 00 30 to 10 45 )
117 Thornhill and Kirkconnel	Down and Up <b>BLOCKED</b>	00 15 to 10 30. Track renewal.
118 New Cumnock and Auchinleck	Down and Up <b>BLOCKED</b>	00 00 to 10 15. Drainage.
119 Mauchline and Auchinleck	Down and Up <b>BLOCKED</b>	00 00 to 10 15. Track renewal.
120 Kilmarnock	No.3 Platform line <b>BLOCKED</b>	00 00 to 09 00. Track renewal.
121 Muirhouse North Jn and Eglinton Street Jn	Down and Up Branch <b>BLOCKED</b>	00 00 to 22 00. Track renewal and track maintenance. <u>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, 1B99 01 28 Carstairs to Kilmarnock, 1S06 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, 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.</u>



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>EAST KILBRIDE TO BUSBY JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
122 East Kilbride and Busby	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use.
<u>SUNDAY 21 SEPTEMBER</u>		
123 East Kilbride and Busby Jn	Down, Up and Single <b>BLOCKED</b>	08 00 to 20 00. Bridgework (OB No.44) and track maintenance.
<u>KILMARNOCK TO BARASSIE</u>		
<u>UNTIL FURTHER NOTICE</u>		
124 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
<u>SUNDAY 21 SEPTEMBER</u>		
125 Kilmarnock and Barassie	Single <b>BLOCKED</b>	09 45 to 24 00. Bridgework (OB No.4).
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
126 Pollokshields East and Cathcart North Jn	Outer <b>BLOCKED</b>	07 30 to 22 00. In connection with engineering work between Muirhouse North Jn and Eglinton Street Jn. <u>Single line working over Inner line.</u>
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
127 Muirhouse Central Jn and Cathcart West Jn (via Maxwell Park)	Inner and Outer <b>BLOCKED</b>	00 00 to 05 30. Stationwork (Maxwell Park). <u>Isolation of electrical sections EW3,4,5 and 6.</u>
<u>NEILSTON HIGH TO CATHCART WEST JN</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
128 Neilston High and Cathcart West Jn	Down and Up <b>BLOCKED</b>	00 00 to 22 00. Track maintenance and overhead line work. <u>Isolation of electrical sections EW5 and 6, 08 00 to 22 00.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>		
<u>UNTIL FURTHER NOTICE</u>		
129 Bridge Street Jn	Branches Nos.1 and 2	08 00 to 16 00 daily. Work on lineside wall.
130 Bridge Street Jn and Cardonald	All	00 00 to 06 00 daily. Signalling work.
131 Elderslie and Lochwinnoch	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (FB No.18).
132 Lochwinnoch and Glengarnock	Down and Up <u>Between Trains</u>	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.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>UNTIL FURTHER NOTICE - continued</u>		
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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
136 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work.
137 Barassie and Prestwick	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Bridgework (FB No.4).
138 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Stationwork.
139 Newton Jn and Ayr	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
140 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.
<u>SATURDAY 20 SEPTEMBER</u>		
140A Kilwinning Jn and Ayr	All <u>Between Trains</u> BLOCKED (to electric trains)	00 30 to 05 30. Overhead line construction work. <u>Isolation of electrical sections SA1,2,3 and 4.</u>
<u>SUNDAY 21 SEPTEMBER</u>		
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 of electrical sections EL1 and 2.</u>
142A Johnstone and Glengarnock	Down and Up <u>Between Trains</u> BLOCKED (to electric trains)	00 15 to 05 45. Overhead line construction work. <u>Isolation of electrical sections EL1 and 2 and SL3 and 4.</u>
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 sections SA1 and 2 and SL1,2,3 and 4.</u>
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. <u>Possession to be given up for passage of 1S06, 20 38 Euston to Stranraer.</u>
146 Kilkerran LC and Girvan	Single BLOCKED	00 30 to 05 30. Track maintenance. <u>Possession to be given up for passage of 1S06 20 38 Euston to Stranraer.</u>
147 Girvan and Pinwherry	Single BLOCKED	00 00 to 10 00. Bridgework (UB No.22). <u>Possession to be given up for passage of 1S06, 20 38 Euston to Stranraer.</u>
148 Barrhill and Glenwhilly	Single <u>Between Trains</u>	07 00 to 16 00. Track renewal.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

BRIDGE STREET JN TO STRANRAER - continuedMONDAY 22 to FRIDAY 26 SEPTEMBER

149 Ayr Townhead CCD	All <u>Between Trains</u>	08 00 to 18 00 daily. Erecting buffers.
-------------------------	---------------------------	---

149A Kilkerran LC and Girvan	Single <u>Between Trains</u>	08 30 to 16 00 daily. Loading material.
---------------------------------	---------------------------------	---

TUESDAY 23 SEPTEMBER

150 Lochwinnoch and Johnstone	Up BLOCKED	00 00 to 05 30. Track renewal.
----------------------------------	------------	--------------------------------

TUESDAY 23 to THURSDAY 25 SEPTEMBER

151 Shields Jn and Cardonald Jn	Down and Up BLOCKED	00 30 to 04 45 daily. Track maintenance.
------------------------------------	---------------------	--

TUESDAY 23 to FRIDAY 26 SEPTEMBER

152 Arklestone Jn and Paisley Gilmour Street	Down and Up Main and Down and Up Loops BLOCKED	00 15 to 05 30 daily. Loading rails. <u>Isolation of electrical sections EB1(a to g) and EB2(g to m).</u>
--	--	--

153 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 05 35 daily. Track renewal.
------------------------------	---------------------	--------------------------------------

THURSDAY 25 SEPTEMBER

154 Glengarnock and Kilwinning Jn	Down BLOCKED	00 05 to 05 45. Track maintenance.
--------------------------------------	--------------	------------------------------------

155 Newton Jn and Barassie Jn	Up BLOCKED	00 15 to 05 15. Track maintenance.
----------------------------------	------------	------------------------------------

PAISLEY TO GOUROCKSATURDAY 20 SEPTEMBER

156 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Overhead line work. <u>Isolation of electrical sections GB1, 2, 3 and 4 and GW1.</u>
------------------------------------	---------------------	--

157 Gourock	Platform No.3 BLOCKED	00 30 to 05 30. Station work. <u>No EMUs on platform 3. Isolation of electrical sections GGI and 2.</u>
-------------	--------------------------	---

SUNDAY 21 SEPTEMBER

158 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 30. Track renewal, tunnel work (Bishopton) and slip treatment. <u>Isolation of electrical sections GB3 and 4.</u>
-------------------------------	---------------------	--

159 Langbank and Wemyss Bay Jn	Down and Up BLOCKED	00 45 to 07 30. Track renewal and track maintenance. <u>Isolation of electrical sections GB1, 2, 3 and 4 and GW1.</u>
-----------------------------------	---------------------	--

160 Greenock Central and Gourock	Down and Up BLOCKED	01 00 to 07 00. Track renewal and bridgework (No.44).
--	---------------------	--

161 Wemyss Bay Jn and Gourock	Down and Up	08 00 to 17 00. Signalling work.
----------------------------------	-------------	----------------------------------

162 Gourock	Platform No.3 BLOCKED	01 00 to 07 30. Station work. <u>No EMUs on Platform 3. Isolation of electrical sections GGI and 2.</u>
-------------	--------------------------	---

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PAISLEY TO GOUROCK - continued</u>		
<u>TUESDAY 23 SEPTEMBER</u>		
163 Wemyss Bay Jn and Greenock Central	Down BLOCKED	00 30 to 05 30. Track maintenance.
<u>TUESDAY 23 and WEDNESDAY 24 SEPTEMBER</u>		
164 Paisley and Paisley St James	Down and Up BLOCKED	00 30 to 05 30 daily. Track maintenance.
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
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) <u>Isolation of electrical sections GGI and 2.</u>
<u>FRIDAY 26 SEPTEMBER</u>		
166 Paisley St James and Bishopton	Down BLOCKED	00 30 to 05 30. Track maintenance.
167 Wemyss Bay Jn and Langbank	Up BLOCKED	00 30 to 05 30. Track maintenance.
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SATURDAY 20 SEPTEMBER</u>		
168 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 06 00. Overhead line work. <u>Isolation of electrical sections GW1.</u>
<u>SUNDAY 21 SEPTEMBER</u>		
169 Wemyss Bay Jn and Wemyss Bay	Down, Up and Single BLOCKED	00 15 to 08 30. Track renewal and track maintenance. <u>Isolation of electrical sections GB1, 2, 3 and 4 and GW1 00 40 to 07 00.</u>
170 Wemyss Bay	Single	08 00 to 17 00. Signalling work.
<u>CONTAINERBASE JN TO GREENOCK CPA TERMINAL</u>		
<u>WEDNESDAY 24 SEPTEMBER</u>		
171 Containerbase Jn and Containerbase	Single BLOCKED	08 00 to 18 00. Tunnel work (Union Street).
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
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 Hunterston	Down and Up	07 30 to 18 00 daily. Bridgework (OB No.18) and platform work (West Kilbride).
<u>SATURDAY 20 SEPTEMBER</u>		
174 Kilwinning Jn and Saltcoats	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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

KILWINNING JN TO LARGS - continuedSUNDAY 21 SEPTEMBER

177 Kilwinning Jn and Saltcoats	Down and Up Up <u>Between Trains</u>	BLOCKED 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 Up Goods Single <u>Between Trains</u>	BLOCKED 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 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 PERTHSATURDAY 20 SEPTEMBER

184 Mossend Yard	Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work. <u>Isolation of electrical section ML1(g).</u>
185 Stirling North and Dunblane	Down Up <u>Between Trains</u> Down <u>Between Trains</u>	BLOCKED 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. <u>Isolation of electrical sections ML1 (b, f, g, l and m) and ML2 (c, d and j to q).</u>
187 Mossend North Jn and Burnhouse	Down and Up	BLOCKED 09 00 to 18 00. Track renewal. <u>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.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 21 SEPTEMBER - continued</u>		
188 Gartsherrie South Jn and Garnqueen North Jn	Down and Up <u>BLOCKED</u>	08 00 to 18 00. Track maintenance.
189 Cumbernauld and Greenhill Lower Jn	Down <u>Between Trains</u>	00 00 to 08 30. Track renewal.
190 Greenhill Lower Jn and Larbert Jn	Down <u>BLOCKED</u> Up <u>Between Trains</u>	00 00 to 08 00. Track renewal and track maintenance. <u>Single line working over Up line,</u> <u>02 15 to 08 00.</u> Crane and mechanical equipment in use.
191 Larbert North and Polmaise	Down <u>Between Trains</u>	00 30 to 18 00. Track renewal. Crane and mechanical equipment in use.
192 Dunblane and Greenloaning	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (UB No.6) and track renewal between 123m638yd and 129m462yd. Crane and mechanical equipment in use.
193 Greenloaning and Blackford LC	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 129m462yd and 133m616yd.
194 Perth	All	07 30 to 17 00. Signalling work.
<u>MONDAY 22 to FRIDAY 26 SEPTEMBER</u>		
195 Dunblane and Greenloaning	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Bridgework (UB No.6) Crane and mechanical equipment in use.
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
196 Stirling North and Dunblane	Down <u>BLOCKED</u> Up <u>Between Trains</u> Down <u>Between Trains</u>	00 30 to 03 45 ) daily. Tunnel work (Kippenross). 00 30 to 06 00 ) <u>Possession to be given up for</u> 03 45 to 06 00 ) <u>passage of 6L51, 01 10</u> <u>Grangemouth to Leuchars over Down line.</u> <u>(Thursday Only).</u>
<u>THURSDAY 25 and FRIDAY 26 SEPTEMBER</u>		
197 Gartsherrie South Jn and Garnqueen North Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u> <u>UNTIL FURTHER NOTICE</u>		
198 Carmyle Jn and Rutherglen East Jn	Down and Up <u>Between Trains</u>	08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>		
<u>UNTIL FURTHER NOTICE</u>		
199 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
201 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
<u>SUNDAY 21 SEPTEMBER</u>		
202 Haymarket East Jn	Down and Up South <u>BLOCKED</u>	09 00 to 16 00. Signalling work. <u>Trains to run over North lines.</u>
203 Winchburgh Jn	Down and Up <u>BLOCKED</u>	00 00 to 07 30. Track renewal between 34ml000yd and 34ml320yd.
204 Linlithgow and Polmont Jn	Down and Up <u>BLOCKED</u>	00 00 to 07 30. Earthwork.
205 Polmont Jn and Greenhill Upper Jn	Down and Up <u>BLOCKED</u>	00 00 to 16 00. Tunnel work (Falkirk High), track renewal and track maintenance.
206 Greenhill Upper Jn and Gartshore	Down and Up <u>BLOCKED</u>	00 30 to 16 00. Track maintenance. <u>Trains diverted via Cumbernauld 06 00 to 16 00.</u>
207 Gartshore and Cowlairst East Jn	Down and Up <u>BLOCKED</u>	00 30 to 16 00. Track renewal, track maintenance and slip treatment. <u>Trains diverted via Cumbernauld 06 00 to 16 00.</u>
<u>MONDAY 22 to FRIDAY 26 SEPTEMBER</u>		
208 Polmont Jn and Linlithgow	Up <u>BLOCKED</u> Down <u>Between Trains</u>	00 00 to 04 30 daily. Earthwork and unloading rails. <u>Single line working over Down line.</u> Crane and mechanical equipment in use.
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
209 Polmont Jn and Greenhill Upper Jn	Down and Up <u>BLOCKED</u>	00 00 to 06 00 daily. Track maintenance.
210 Gartshore and Cadder	Down and Up <u>BLOCKED</u>	00 00 to 05 00 daily. Track maintenance and track renewal.
211	NOT USED.	
212 Cadder West and Cowlairst East Jn	Down and Up <u>BLOCKED</u>	00 00 to 05 00 daily. Track renewal and track maintenance.
<u>FRIDAY 26 SEPTEMBER</u>		
213 Queen Street HL and Cowlairst West Jn	Up <u>BLOCKED</u>	00 30 to 04 00. Tunnel work (Queen St HL).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>WINCHBURGH JN TO DALMENY JN</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
214 Winchburgh Jn	Down and Up BLOCKED	00 00 to 07 30. Track renewal between 34m1000yd and 34m1320yd.
<u>POLMONT JN TO LARBERT JN</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
215 Polmont Jn and Grangemouth Jn	Down and Up BLOCKED	00 45 to 07 30. Drainage.
216 Grangemouth Jn and Swingbridge East LC	Down and Up BLOCKED	00 00 to 08 00. Bridgework (OB No.10), track renewal and work on signal box (Swing Bridge East LC).
<u>COWLAIRS TO BELLGROVE</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
217 Sighthill Jn and Cowlairs West Jn	Up Goods BLOCKED	08 00 to 16 00. Track renewal.
218 Sighthill Jn and Bellgrove	Down and Up BLOCKED	08 00 to 18 00. Overhead line work and tunnel work (Barnhill). <u>Isolation of electrical sections PS1 and 2</u>
<u>NEWBRIDGE JN TO BATHGATE</u>		
<u>SATURDAY 20 to SUNDAY 21 SEPTEMBER</u>		
219 Carmondean Jn and Bathgate	Single BLOCKED	22 00 Sat to 11 00 Sun. Track maintenance between 28m1150yd and 25m360yd.
<u>SUNDAY 21 SEPTEMBER</u>		
220 Newbridge Jn and Cawburn Jn	Down and Up BLOCKED	08 00 to 16 00. Track maintenance between 35m460yd and 31m1310yd.
<u>CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)</u>		
<u>SATURDAY 20 to SUNDAY 21 SEPTEMBER</u>		
221 Carmondean Jn and Bathgate Yard	Single BLOCKED	22 00 Sat to 11 00 Sun. Track maintenance between 28m1150yd and 25m360yd.
<u>AIRDRIE TO HELENSBURGH</u>		
<u>UNTIL FURTHER NOTICE</u>		
222 Airdie and Coatdyke	Down <u>Between Trains</u>	08 30 to 16 00 daily. Earthwork.
223 Bowling LC and Kilpatrick	Up <u>Between Trains</u>	08 30 to 16 00 daily. Earthwork. <u>Finishes 08 30 Sat 20 Sep.</u>
<u>SATURDAY 20 SEPTEMBER</u>		
224 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>
225 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
226 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 30 to 05 15. Tunnel work (High Street). <u>T71 diverted via Dalmuir and Cowlairs.</u>



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>AIRDRIE TO HELENSBURGH - continued</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
227 Airdrie and Sunnyside Jn	Down and Up	BLOCKED 00 15 to 07 30. Track renewal.
228 Bridgeton Central Jn and Finnieston GF	Down and Up	BLOCKED 00 15 to 07 30. Tunnelwork (High Street and Charing Cross).
229 Knightswood South Jn and Knightswood North Jn	Down and Up	BLOCKED 00 15 to 07 30. Retaining wall work. <u>Isolation of electrical sections DF3 and 4 and DML and 2.</u>
230 Craigendoran Jn and Helensburgh Central	Single	BLOCKED 00 20 to 07 30. Track renewal. <u>Isolation of electrical sections DH1 and 2.</u>
<u>TUESDAY 23 and WEDNESDAY 24 SEPTEMBER</u>		
231 Westerton and Singer	Down and Up	BLOCKED 00 15 to 05 00 daily. Track maintenance.
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
232 Airdrie and Sunnyside Jn	Down and Up	BLOCKED 00 10 to 04 40 daily. Overhead line work. <u>Isolation of electrical sections PA3 and 4.</u>
233 Sunnyside Jn and Shettleston	Down and Up	BLOCKED 00 15 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
234 Bridgeton Central Jn and Finnieston GF	Down and Up	BLOCKED 00 30 to 05 15 daily. Tunnel work (High St). <u>Possession to be given up for the assage of T71.</u>
<u>THURSDAY 25 and FRIDAY 26 SEPTEMBER</u>		
235 Singer and Dalmuir Park	Down and Up	BLOCKED 00 15 to 05 00 daily. Track maintenance.
<u>DALREOCH JN TO BALLOCH</u>		
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
236 Dalreoch Jn and Balloch	Single	BLOCKED 00 00 to 06 00 daily. Bridgework (OB No.81A). <u>Isolation of electrical sections DB1.</u>
<u>HIGH STREET JN TO SHIELDS JN</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
237 High Street Jn and Shields Jn	Down and Up	BLOCKED 09 00 to 16 00. Retaining wall work.
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>		
<u>SUNDAY 21 and MONDAY 22 SEPTEMBER</u>		
238 Hyndland West Jn and Dalmuir Park	Down and Up	BLOCKED 00 00 Sun to 05 00 Mon. Bridgework (UB No.7), track renewal, track maintenance and signalling work (Clydebank Dock Jn). <u>Track diverted via Singer. Isolation of electrical sections DF5 and 6.</u>

SECTION B - TEMPORARY ENGINEERING WORKS <sup>WON-816</sup> - continued

At or between	Lines affected	Remarks
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK) - continued</u>		
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
239 Hyndland West Jn and Clydebank Dock Jn	Down and Up BLOCKED	00 00 to 05 30 daily. Track renewal and track maintenance.
<u>CRAIGENDORAN TO FORT WILLIAM</u>		
<u>SATURDAY 20 SEPTEMBER</u>		
240 Crianlarich	Down and Up Loops BLOCKED	00 00 to 06 00. (Cont'd from WON 24) Station work.
<u>SATURDAY 20 and SUNDAY 21 SEPTEMBER</u>		
241 Arrochar & Tarbet and Ardlui	Single BLOCKED	21 15 Sat to 18 00 Sun. Track renewal and bridgework (UB No.70).
<u>SUNDAY 21 SEPTEMBER</u>		
242 Garelochhead and Glen Douglas	Single BLOCKED	08 00 to 18 00. Bridgework (OB No.27A).
243 Crianlarich	Down and Up Loops BLOCKED	08 00 to 16 00. Station work.
<u>MONDAY 22 to WEDNESDAY 24 SEPTEMBER</u>		
243A Arrochar & Tarbert and Ardlui	Single BLOCKED	21 00 Mon and Tue to 06 00 Tue and Wed. Track maintenance.
<u>MONDAY 22 to FRIDAY 26 SEPTEMBER</u>		
244 Crianlarich	Down and Up Loops BLOCKED	21 00 Mon to Thu to 06 00 Tue to Fri. Station work.
<u>FRIDAY 26 SEPTEMBER</u>		
245 Crianlarich	Down and Up Loops BLOCKED	21 00 to 24 00. Cont'd in (WON.No.26), station work.
<u>CRIANLARICH TO OBAN</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
245A Crianlarich and Dalmally	Single BLOCKED	08 00 to 16 00. Track maintenance.
246 Dalmally and Taynuilt	Single BLOCKED	08 00 to 16 00. Track renewal.
<u>MALLAIG JN TO MALLAIG</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
247 Glenfinnan and Mallaig	Single BLOCKED	08 00 to 16 00. Track renewal. <u>Possession to be to be given up for passage of 1F95, 11 05 Fort William/Mallaig/Fort William.</u>
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
248 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
249 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128 and (OB No.136).
250 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthworks and track maintenance between 33ml10yd and 33mp.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>		
<u>UNTIL FURTHER NOTICE - continued</u>		
251 Stenton GSP and Drem	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.69) Crane and mechanical equipment in use.
252 Longniddry and Prestonpans	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
253 Monktonhall Jn and Portobello	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.
<u>SATURDAY 20 and SUNDAY 21 SEPTEMBER</u>		
255 Berwick-upon-Tweed and Reston GSP	Down and Up BLOKED Down and Up <u>Between Trains</u>	23 45 Sat to 09 30 Sun ) Track maintenance, 09 30 to 12 00 Sun ) drainage and track ) renewal between ) 54m1080yd and 47m310yd.
256 Reston GSP and Grantshouse	Down and Up BLOKED Down and Up <u>Between Trains</u>	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 BLOKED	23 30 Sat to 08 30 Sun. Drainage between 32m440yd and 31m1320yd.
258 Oxwellmains and Dunbar	Down and Up BLOKED	23 30 Sat to 09 30 Sun. Bridgework (UB No.88).
259 Dunbar and Stenton GSP	Down and Up BLOKED	23 50 Sat to 09 00 Sun. Track renewal between 29m300yd and 24m1500yd.
260 Stenton GSP and Drem	Down and Up BLOKED	23 30 Sat to 08 30 Sun. Drainage between 21m510yd and 21m370yd.
261 Drem and Prestonpans	Down and Up BLOKED	23 30 Sat to 09 30 Sun. Bridgework (OB No.40AA) and slip treatment between 17m320yd and 9m880yd.
262 Portobello and Prestonpans	Up BLOKED Down BLOKED Down <u>Between Trains</u>	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. <u>Single line working over</u> <u>Down line 09 30 to 15 15. Crane in use.</u>
263 Craigentenny and Abbeyhill Jn	Down and Up BLOKED	23 45 Sat to 09 15 Sun. Tunnelwork (St Margarets) between 2m350yd and 0m1340yd. <u>Trains diverted via Lochend Jn.</u>
<u>SUNDAY 21 SEPTEMBER</u>		
264 Waverley (East End)	Platforms Nos.10 and 11 and South Loop BLOKED	00 00 to 08 00. Track maintenance between 0m15yd and 0m20yd.
265 Waverley (East End)	Down and Up South and Motorail Siding BLOKED	06 30 to 07 30. Bridgework (OB No.1).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>		
<u>SUNDAY 21 and MONDAY 22 SEPTEMBER</u>		
266 Grantshouse and Innerwick GSP	Down BLOCKED	23 30 Sun to 01 15 Mon. Track maintenance between 41m310yd and 34m880yd.
<u>MONDAY 22 SEPTEMBER</u>		
267 Innerwick GSP and Grantshouse	Up BLOCKED	01 15 to 06 45. Track maintenance between 34m880yd and 41m310yd.
<u>MONDAY 22 and TUESDAY 23 SEPTEMBER</u>		
268 Dunbar and Stenton GSP	Down BLOCKED	23 00 Mon to 01 15 Tue. Track renewal between 29m110yd and 24m920yd.
<u>MONDAY 22 to WEDNESDAY 24 SEPTEMBER</u>		
269 Prestonpans and Monktonhall Jn	Down BLOCKED	23 35 Mon and Tue to 01 15 Tue and Wed. Track maintenance between 9m880yd and 5m1720yd.
<u>TUESDAY 23 SEPTEMBER</u>		
270 Stenton GSP and Dunbar	Up BLOCKED	01 15 to 04 30. Track renewal between 24m920yd and 29m110yd. <u>Possession to be given up for the passage of 8X99, 23 35 (Mon) Grangemouth BP to Haverton Hill.</u>
271 Monktonhall Jn and Prestonpans	Up BLOCKED	01 00 to 04 20. Track maintenance between 5m1720yd and 9m880yd. <u>Possession to be given up for the passage of 8X99, 23 35 (Mon) Grangemouth BP to Haverton Hill.</u>
<u>WEDNESDAY 24 SEPTEMBER</u>		
272 Drem Jn and Stenton GSP	Up BLOCKED	00 15 to 05 00. Track renewal between 17m1740yd and 24m920yd. <u>Single line working over Down line.</u>
273 Monktonhall Jn and Prestonpans	Up BLOCKED	01 00 to 04 20. Track maintenance between 5m1720yd and 9m880yd.
<u>WEDNESDAY 24 and THURSDAY 25 SEPTEMBER</u>		
274 Oxwellmains and Dunbar	Down BLOCKED	23 00 Wed to 00 50 Thu. Track maintenance between 31m440yd and 29m110yd.
275 Drem Jn and Prestonpans	Down BLOCKED	23 30 Wed to 01 30 Thu. Track renewal between 17m1740yd and 9m880yd.
<u>THURSDAY 25 SEPTEMBER</u>		
276 Dunbar and Oxwellmains	Up <u>Between Trains</u>	01 25 to 04 50. Track maintenance between 29m110yd and 31m440yd.
<u>THURSDAY 25 and FRIDAY 26 SEPTEMBER</u>		
277 Dunbar and Stenton GSP	Down BLOCKED	23 00 Thu to 00 55 Fri. Track maintenance between 29m110yd and 24m920yd.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

TWEEDMOUTH TO EDINBURGH WAVERLEY - continuedFRIDAY 26 SEPTEMBER

278 Stenton GSP and Dunbar	Up BLOCKED	01 15 to 04 40. Track maintenance between 24m920yd and 29m110yd. <u>Possession to be given up for the passage of 8X99, 23 35 (Thu) Grangemouth BP to Haverton Hill.</u>
279 Drem Jn and Stenton GSP	Up BLOCKED	00 15 to 05 00. Track renewal between 17m1740yd and 24m920yd. <u>Single line working over Down line.</u>

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)UNTIL FURTHER NOTICE

280 Portobello and Leith South	Single <u>Between Trains</u>	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.
-----------------------------------	---------------------------------	--

SATURDAY 20 SEPTEMBER

281 Portobello and Leith South	Single BLOCKED	12 00 to 13 00. Earthwork.
-----------------------------------	----------------	----------------------------

SUNDAY 21 SEPTEMBER

282 Portobello and Leith South	Single BLOCKED	08 00 to 16 00. Earthwork.
-----------------------------------	----------------	----------------------------

MONKTONHALL JN TO MILLERHILL JN (GOODS LINE)MONDAY 22 to THURSDAY 25 SEPTEMBER

283 Millerhill Yard	All <u>Between Trains</u>	23 00 Mon to Wed to 06 00 Tue to Thu. Track maintenance.
---------------------	---------------------------	--

THURSDAY 25 and FRIDAY 26 SEPTEMBER

284 Millerhill South Jn and Monktonhall Jn	Up <u>Between Trains</u>	23 00 Thu to 04 45 Fri. Track renewal.
--	--------------------------	--

MILLERHILL TO PORTOBELLO (GOODS LINE)UNTIL FURTHER NOTICE

285 Niddrie South Jn and Portobello	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
286 Millerhill and Niddrie South Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use.

PORTOBELLO TO NIDDRIE WEST (GOODS LINE)UNTIL FURTHER NOTICE

287 Portobello and Niddrie West	Single <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
------------------------------------	---------------------------------	--

NIDDRIE SOUTH JN TO HAYMARKET WEST JNSUNDAY 21 SEPTEMBER

288 Niddrie West Jn and Craiglockhart Jn	Down and Up BLOCKED	09 30 to 16 00. Slip treatment.
--	---------------------	---------------------------------

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
289 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation.
290 Ladybank	Down <u>Between Trains</u>	07 30 to 17 00 daily. Construction work.
291 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
294 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.

SATURDAY 20 and SUNDAY 21 SEPTEMBER

295 Leuchars and Cupar	Up BLOCKED Down BLOCKED Down <u>Between Trains</u>	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 Central Jn and Camperdown Jn	Down and Up <u>Between Trains</u>	23 00 Sat to 17 00 Sun. Track maintenance between 58m1562yd and 0m462yd and signalling work.
297 Laurencekirk and Craigo	Up <u>Between Trains</u> Down <u>Between Trains</u> Down BLOCKED 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. <u>Single line working over Up line</u> 02 30 to 16 30. Crane and mechanical equipment in use.
298 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	22 00 Sat to 18 00 Sun. Bridgework (OB No.365), track renewal between 230m1298yd and 240m858yd and signalling work.

SATURDAY 20 to FRIDAY 26 SEPTEMBER

299 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Drainage and earthwork between 0m462yd and 3m990yd.
---	-----------------------------------	---

SUNDAY 21 SEPTEMBER

300 North Queensferry and Dalmeny	Up BLOCKED Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge) <u>Up trains to run over Down Line.</u>
-----------------------------------	--	--







## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>PERTH TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
327 Dunkeld and Pitlochry	Single <u>Between trains</u>	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.
328 Pitlochry and Blair Atholl LC	Single <u>Between trains</u>	00 00 to 19 00 daily. Tunnelwork (Killiecrankie), rock blasting and work at lineside between 30m1210yd and 31m616yd. Crane and mechanical equipment in use.
329 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between trains</u>	08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside between 35m132yd and 58m1188yd. Crane and mechanical equipment in use.
330 Culloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 20 and SUNDAY 21 SEPTEMBER</u>		
331 Pitlochry and Blair Atholl LC	Single <u>Between trains</u>	22 00 Sat to 18 00 Sun. Bridgework (UB 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 <u>Between trains</u>	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 Kincaig Loop	Single BLOCKED	22 00 Sat to 18 00 Sun. Track renewal and track maintenance between 73m390yd and 77mp and signalling work. <u>Possession to be given up for passage of booked services.</u> Crane and mechanical equipment in use.
334 Slochd Loop and Tomatin Loop	Single <u>Between trains</u>	22 00 Sat to 17 00 Sun. Track maintenance between 95m310yd and 98m1716yd, and signalling work.
335 Culloden Moor	Up BLOCKED Down <u>Between trains</u> Up BLOCKED Up <u>Between trains</u>	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 111m720yd and 111m320yd. Crane and mechanical equipment in use.
336 Culloden Moor and Millburn Jn	Down and Up <u>Between trains</u>	22 00 Sat to 07 00 Sun. Track maintenance and unloading signalling material between 111m660yd and 117m440yd.
<u>SUNDAY 21 SEPTEMBER</u>		
337 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
338 Stanley Jn and Dunkeld	Single <u>Between trains</u>	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 <u>Between trains</u>	08 30 to 17 00. Bridgework (UB's Nos.19, 60 and 63). Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO INVERNESS - continued</u>		
<u>SUNDAY 21 SEPTEMBER - continued</u>		
340 Dalwhinnie and Kingussie LC	Single <u>Between trains</u>	07 30 to 18 00. Track maintenance between 58m1188yd and 71m1056yd, and signalling work.
341 Kincaig Loop and Aviemore	Single <u>Between trains</u>	08 30 to 17 00. Bridgework (UB No.208) and signalling work. Mechanical equipment in use.
342 Aviemore Station	Down and Up <u>Between trains.</u>	08 30 to 17 00. Bridgework (FB No.213A).
343 Aviemore and Carr Bridge Loop	Single <u>Between trains</u>	07 30 to 17 00. Track renewal between 83m1078yd and 90mp, and signalling work.
344 Carr Bridge Loop and Slochd Loop	Single <u>Between trains</u>	08 00 to 17 00. Track renewal and bridgework (UB's Nos.236, 238 and 241) between 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 <u>Between trains</u>	07 30 to 17 00. Track renewal between 103m440yd and 111m660yd, and signalling work.
347 Millburn Jn and Inverness	All	07 30 to 17 00. Signalling work.
<u>MONDAY 22 to FRIDAY 26 SEPTEMBER</u>		
348 Pitlochry and Blair Atholl LC	Single <u>Between trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 28m538yd and 35m132yd.
349 Kingussie LC and Kincaig Loop	Single <u>Between trains</u>	00 00 to 24 00. Track renewal and track maintenance between 73m390yd and 73m990yd. Crane and mechanical equipment in use.
350 Culloden Moor	All <u>Between trains</u>	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and lineside work between 111m320yd and 111m710yd. Crane and mechanical equipment in use.
<u>TUESDAY 23 and WEDNESDAY 24 SEPTEMBER</u>		
351 Dalwhinnie and Kingussie LC	Single <u>Between trains</u>	22 00 Tue to 07 00 Wed. Track maintenance between 58m1188yd and 71m1056yd.
<u>TUESDAY 23 to FRIDAY 26 SEPTEMBER</u>		
352 Tomatin Loop and Moy Loop	Single <u>Between trains</u>	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 98m1716yd and 103m990yd.
<u>PERTH TO DUNDEE CENTRAL JN UNTIL FURTHER NOTICE</u>		
353 Perth and Barnhill	Single <u>Between trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
354 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>PERTH TO DUNDEE CENTRAL JN - continued</u>		
<u>SUNDAY 21 SEPTEMBER</u>		
355 Perth	All	07 30 to 17 00. Signalling work.
356 Barnhill and Errol LC	Down and Up <u>Between trains</u>	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 <u>Between trains</u>	08 00 to 17 00. Track renewal between 10m990yd and 5m1210yd. Mechanical equipment in use.
358 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	08 00 to 17 00. Work at lineside and track renewal between 5m1210yd and 0m440yd, and signalling work. Mechanical equipment in use.
<u>MONDAY 22 to FRIDAY 26 SEPTEMBER</u>		
359 Barnhill and Errol LC	Down and Up <u>Between trains</u>	08 00 to 16 00 daily. Track renewal at 14m462yd. Mechanical equipment in use.
360 Errol LC and Longforgan	Down and Up <u>Between trains</u>	08 00 to 16 00 daily. Track renewal at 9m1300yd. Mechanical equipment in use.
361 Longforgan and Dundee Central Jn	All <u>Between trains</u>	08 00 to 16 00 daily. Track renewal at 5m220yd. Mechanical equipment in use.
<u>ABERDEEN TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
362 Huntly and Keith	Single <u>Between trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
363 Forres and Nairn	Single <u>Between trains</u>	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.
<u>SATURDAY 20 and SUNDAY 21 SEPTEMBER</u>		
365 Aberdeen and Dyce Jn	Single <u>Between trains</u>	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 <u>Between trains</u>	23 00 Sat to 03 00 Sun. Unloading signalling material.
<u>SUNDAY 21 SEPTEMBER</u>		
367 Inch LC	All	07 30 to 17 00. Signalling work.
368 Keith Jn and Elgin	Single <u>Between trains</u>	08 00 to 17 00. Track renewal and track maintenance between 28m320yd and 28m1640yd.
369 Nairn and Millburn Jn	All	08 00 to 18 00. Signalling work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>ABERDEEN TO INVERNESS - continued</u>		
<u>MONDAY 22 to FRIDAY 26 SEPTEMBER</u>		
370 Aberdeen Station	Platform No.6 <u>Between trains</u>	08 00 to 16 00 daily. Platform work. Mechanical equipment in use.
371 Keith Jn and Elgin	Single <u>Between trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 28m320yd and 28m1640yd.
<u>INVERNESS TO WICK</u>		
<u>UNTIL FURTHER NOTICE</u>		
372 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
373 Dingwall and Invergordon	Single <u>Between trains</u>	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 <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
375 Fearn Station	Single <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
376 Tain Station	Down and Up <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
377 Dunrobin Station	Single <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
<u>SATURDAY 20 to MONDAY 22 SEPTEMBER</u>		
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.
<u>SATURDAY 20 to FRIDAY 26 SEPTEMBER</u>		
379 Inverness Station	All <u>Between trains</u>	08 00 to 20 00 daily. Track renewal, platform work and work at lineside. Crane and mechanical equipment in use.
<u>SUNDAY 21 SEPTEMBER</u>		
380 Welsh's Bridge and Rose Street	All	07 30 to 17 00. Signalling work.
381 Rose Street and Clachnaharry	Single <u>Between trains</u>	08 00 to 17 00. Track renewal between 117m1562yd and 1m1100yd.
382 Clachnaharry and Lentran	All	07 30 to 17 00. Signalling work.
383 Muir of Ord and Dingwall	Single <u>Between trains</u>	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. <u>Possession to be given up for the passage of 1H91 08 05 Inverness to Lairg and 2H90 11 10 Lairg to Inverness.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

INVERNESS TO WICK - continuedSUNDAY 21 SEPTEMBER - continued

385 Invergordon and Fearn	All	07 30 to 17 00. Signalling work at Nigg LC (AHB).
386 Tain and Ardgay	Single <u>Between trains</u>	08 00 to 17 00. Loading material between 44m506yd and 57m1540yd.
387 Ardgay and Lairg	Single <u>Between trains</u>	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	All	07 30 to 17 00 daily. Signalling work at Bunchrew LC (AOCL).
389 Dingwall and Alness	All	07 30 to 17 00 daily. Signalling work at Foulis LC (RG).
390 Lairg and Rogart	All	07 30 to 17 00 daily. Signalling work at Lairg (AOCL).
391 Kinbrace and Forsinard	All	07 30 to 17 00 daily. Signalling work at Kinbrace LC (AOCL) and Forsinard LC (AOCL).
392 Scots Calder and Halkirk LC (AOCL)	All	07 30 to 17 00 daily. Signalling work at Walton LC (AOCL).
393 Georgemas Jn and Wick	All	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 <u>Between trains</u>	22 00 Mon to Thu to 06 00 Tue to Fri. Bridgework (UB No.41). Mechanical equipment in use.
395 Dingwall and Invergordon	Single <u>Between trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 21m710yd and 21m1130yd.
396 Helmsdale and Forsinard	Single <u>Between trains</u>	08 00 to 18 00 daily. Bridgework (UB No.276). Crane and mechanical equipment in use.

TUESDAY 23 to THURSDAY 25 SEPTEMBER

397 Rose Street and Clachnaharry	Single <u>Between trains</u>	22 00 Tue and Wed to 06 00 Wed and Thu. Track maintenance between 0m900yd and 0m1650yd.
----------------------------------	---------------------------------	---

THURSDAY 25 and FRIDAY 26 SEPTEMBER

398 Lentran and Muir of Ord	Single <u>Between trains</u>	22 00 Thu to 06 00 Fri. Track maintenance between 10m1320yd and 11m440yd.
-----------------------------	---------------------------------	---

DINGWALL TO KYLE OF LOCHALSHUNTIL 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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

DINGWALL TO KYLE OF LOCHALSH - continuedSUNDAY 21 SEPTEMBER

401 Achnasheen and Strathcarron	Single <u>Between trains</u>	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 and Kyle of Lochalsh	Single <u>Between trains</u>	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 THURSOSUNDAY 21 to FRIDAY 26 SEPTEMBER

405 Georgemas Jn and Thurso	All	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

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 36¼mp 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 \* use. (28)

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

\* \*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 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:-

Signal	Aspect	Route Indication where provided	Application 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
H518	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

Signal	Aspect	Route Indication where provided	Application To or Towards
<u>UP MAIN</u>			
+ CD72	Main	-	CD71
	Position Light	-	Reception line or Reception/Departure line
<u>DOWN MAIN</u>			
CD62	Main	-	CD63
	Position Light	-	Yard or Washer Line
x CD74	Main	-	CD82
	Position Light	-	Reception line or Reception/Departure line
CD82	Main	Position 1 Junction Indicator	CD70
<u>YARD</u>			
CD80	Main	-	CD70
	Position Light	-	East Headshunt



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCLYDEBANK DOCK JN - continuedRUNNING SIGNALS - continued

Signal	Aspect	Route Indication where provided	Application To or Towards
WASHER LINE			
CD81	Main	-	CD70
	Position Light	-	East Headshunt
RECEPTION/DEPARTURE LINE			
CD83	Main	-	CD64
HEADSHUNT/DEPARTURE LINE			
CD84	Main	-	CD64
RECEPTION LINE			
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.

POSITION LIGHT SIGNALS

Signal	Route Indication where provided	From	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.

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.

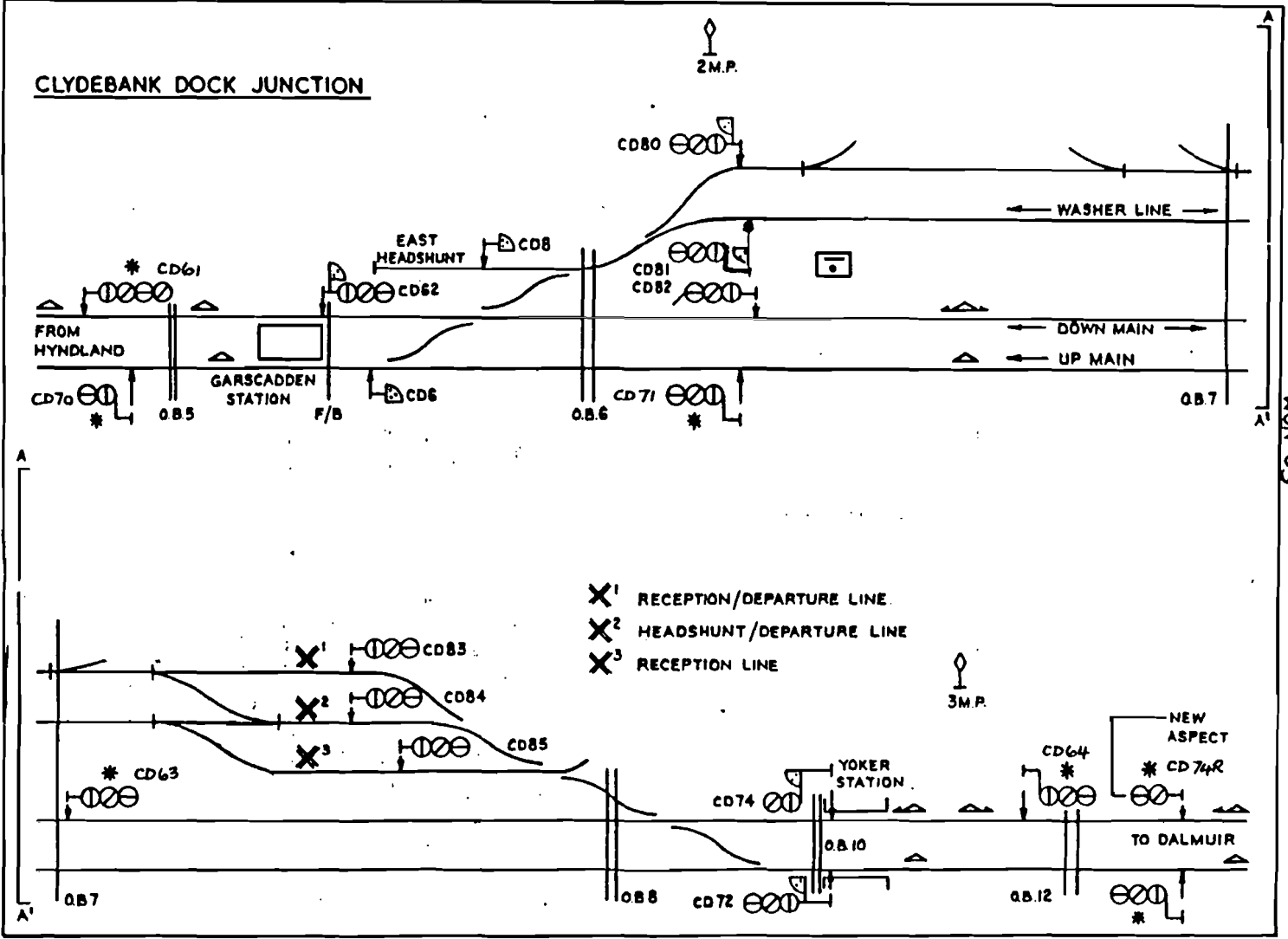
The 5-lever Yard ground frame has been removed together with all points and signals controlled therefrom.

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)

# CLYDEBANK DOCK JUNCTION



- X<sup>1</sup> RECEPTION/DEPARTURE LINE
- X<sup>2</sup> HEADSHUNT/DEPARTURE LINE
- X<sup>3</sup> RECEPTION LINE

## EXPLANATION OF SYMBOLS.

### COLOUR LIGHT SIGNALS.

#### 2 ASPECT SIGNAL.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED OR GREEN  
ASPECT.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED OR YELLOW  
ASPECT.



CAPABLE OF  
DISPLAYING  
YELLOW OR  
GREEN ASPECT.

#### 3 ASPECT SIGNAL



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED, YELLOW  
OR GREEN  
ASPECT.

#### ROUTE INDICATOR



JUNCTION TYPE

RULE BOOK - SECTION 'C'

#### SUBSIDIARY SIGNAL.



POSITION LIGHT  
(NORMALLY OUT)  
PROCEED ASPECT:-  
TWO WHITE  
LIGHTS AT 45°

#### 4 ASPECT SIGNAL



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED, 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



CONTROLLED



HAND POINTS



SPRING POINTS

#### MISCELLANEOUS



MILE POST



EXISTING SIGNAL.



A.W.S.



A.W.S. - OPERATIONAL IN DIRECTION  
OF ARROW



A.W.S. - OPERATIONAL IN BOTH DIRECTIONS

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

WORKING MANUAL FOR RAIL STAFFPART 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:-

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 APPENDIXSECTION 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

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Page 14</u>					
<u>CARLISLE TO GLASGOW CENTRAL</u>					
Between Carlisle South Jn (CE) and Caldew Jn (incl)					
Amend to read:-					
	Carlisle South Jn (CE)	68 1610			AWS inductors not provided at Carlisle Station platform signals.  Amended (6/9/86)
	Carlisle	69 200			
	Carlisle North Jn	0 420	20	All lines and connections 0 $\frac{1}{2}$ mp and 68ml340yd.	
			60	60 0 $\frac{1}{2}$ mp and 0ml280yd	
	Caldew Jn	0 1170 ( 2 220 Goods line)	30	Main to Goods line	
<u>Page 20</u>					
<u>Between Law Jn and Garriongill Jn</u>					
Delete:-					
	OHNS	84 510			(21/6/86)
<u>Page 28</u>					
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>					
Delete : Camps LC and relevant information.					
<u>Page 29</u>					
<u>MIDCALDER JN TO HOLYTOWN JN</u>					
Between Addiewell and Fauldhouse North					
Amend:-					
to read:-					
			50	60 13 $\frac{1}{2}$ mp and 11 $\frac{1}{2}$ mp.	(23/8/86)
			60	60 13 $\frac{1}{2}$ mp and 11ml220yd	

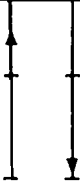
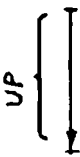
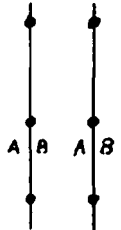
NON-D2

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

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 30	<u>Between Benhar Jn and Carfin</u> Delete:		60	50	9mp and 7½mp. Over curves 2½mp and 1½mp. (18/8/86)
			60	50	
Page 31	<u>LAW JN TO UDDINGSTON JN</u> <u>Between Law Jn and Wishaw Central</u> Add:- 	OHNS 84 510			(21/6/86)
Page 32	<u>LAW JN TO UDDINGSTON JN</u> Delete:-				CW Up, 0m130yd (20/4/86)
Page 35	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> <u>Between Rutherglen and Rutherglen North Jn</u> Add:-	Rutherglen Footpath LC (RG) 0 506			(6/9/86)
Page 36	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> Amend:- to read:-	Finnieston Exhibition Centre 4 70 4 70			(21/6/86)
Page 37	<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u> Add:-	Rutherglen Footpath LC (RG) 0 467			(6/9/86)
Page 38	<u>LARKFIELD JN TO SHIELDS JN</u> Amend table to read :- 	Larkfield Jn (See pages 25 and 47) West St tunnel (110 yards) OHNS 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.

MON-D3

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 38 - Amend - continued</u>					
	Terminus Jn (See below and page 48)	101 1080		<u>15</u>	<u>Through jn to Muirhouse Jn.</u>  CW. Up 187 yards after passing Sig G.708.
	Shields Jn (See below and page 50)	102 330		<u>25</u>	<u>Through jn.</u>  (3/5/86)
<u>SHIELDS JN TO TERMINUS JN (UP THROUGH SDG) GOODS LINE</u> <u>Amend table to read :-</u>					
<u>SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)</u>					
	Shields (See above and page 50)	1 684		<u>5</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>  Line in this table is controlled from Glasgow Central.
	Terminus Jn (See above and pages 39 and 48).	1 110 102 0 101 20			Amended (7/6/86)
<u>Page 40</u>					
<u>GRETN A JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u> <u>Between Dumfries South (DS) and Holywood LC</u> <u>Amend to read:-</u>					
	Dumfries South (DS)	92 1010		<u>60</u> <u>45</u>	<u>92m700yd and 93m1120yd.</u> <u>Over curve, 92m700yd and 92mp</u>
	Dumfries Stn. (D) (See page 44)	91 1300	<u>30</u>	<u>30</u>	<u>Through stn. on main lines</u> <u>92mp to 91<math>\frac{1}{2}</math>mp</u>
	Hollywood LC	88 680			(3/8/86)

MON-DA



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down Up	At or between	
<u>Page 41</u>						
						<u>Delete</u> :- Barony Jn., dots signifying block post and all associated information. (27/5/86)
						<u>GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>
<u>Page 41</u>						
						<u>Between Mauchline and Hurlford</u>
						<u>Amend:-</u>
				<u>65</u>	<u>35m1630yd and 36½mp</u>	
				<u>40</u>	<u>36½mp and 36m1080yd</u>	
				<u>65</u>	<u>36m1080yd and 37m1540yd.</u>	
						<u>to read:-</u>
				<u>65</u>	<u>35m1630yd and 36½mp</u>	
				<u>40</u>	<u>36½mp and 36m1080yd</u>	
				<u>65</u>	<u>36m1080yd and 37m1540yd</u>	(21/9/86)
<u>Page 44</u>						
						<u>Delete</u> :- <u>BARONY JN TO BARONY COLLIERY (GOODS LINE)</u> table. (27/5/86)

WON-DS

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 47</u>					
	<u>KILMARNOCK TO BARASSIE</u>				
	<u>Amend:-</u> Gatehead LC				
	to read:- Gatehead LC (AHB)	2 1320			(29/6/86)
	<u>Amend:-</u> Shewalton Moss GF (incl) to Barassie				
	to read :- Shewalton Moss GF (S) (See below and Local Instructions Page 26	5 1540	40	40	5m1320yd and 5m1540yd
	Barassie (See Page 53)	7 1230	30	30	Over curve and through in 7mp and 7m1230yd.
					Controlled from Paisley.  Amended (25/5/86)
<u>Page 50</u>					
	<u>BRIDGE STREET JN TO STRANRAER</u>				
	<u>Add as 2nd MAXIMUM PERMISSIBLE SPEED BETWEEN ELDERSLIE AND BOGSIDE</u>				
	<u>entry:-</u>		40	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION
	<u>Amend item in Remarks column at bottom of page to read -</u>				"All lines between <u>Hillington East</u> and <u>Dalrymple Jn (incl)</u> are controlled from Paisley. Amended (17/5/86)  Amended (1/6/86)
<u>Page 51</u>					
	<u>Amend:-</u>		45	45	<u>6mp and West end of Gilmour St Stn.</u>
	to read:-		45	45	6mp and 7mp (14/9/86)
	<u>PAISLEY GILMOUR STREET</u>				
	<u>Delete note in Remarks column.</u>				(6/4/86)

MON-D6

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Yd	Down Up mph	At or between		
Pages 51-54							
Amend :- Elderslie (incl) to Dalrymple Jn to read :-							
	Elderslie	9	70			UPL 1285f (390m) (bi-directional)	
	<u>Johnstone</u>	9	970	40	40	<u>Through Main line crossover</u>	
		10	200				
		15	530	40	40	<u>Through Lochwinnoch crossovers</u>	
	<u>Lochwinnoch</u>	15	1250				
	OHNS	15	1550				
	<u>Glengarnock</u>	19	1390	40	40	<u>Through Main line trailing crossover.</u>	UGL 865f (260m) (bi-directional)
		20	1390	40	40	<u>Through Main line facing crossover.</u>	
				40	40	<u>Entering over and leaving Down Passenger Loop.</u>	(bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21	150				
	Brownhill	21	620				
	Swinlees (Roche)	21	840	40	40	<u>Entering over and leaving Up Passenger Loop.</u>	UPL2290f (695m) (bi-directional)
	21	1630	40	40	<u>Through Main line trailing crossover.</u>		
<u>Dalry</u>	22	920					
Kilwinning Jn (See page 61)	25	1560	40	25	<u>Through jn to Ardrossan. Entering over and leaving Up Goods Loop.</u>	UGL 1365f (415m) DRS 1054f (320m).	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
Pages 51-54 - Amend	continued					
	<u>Kilwinning</u>	26	0			
				<u>40</u>		<u>Through trailing crossover.</u>
	<u>Byrehill Jn</u> (See page 63)	26	1540			
				<u>25</u>		<u>Through jn to Dubbs Jn.</u>
	<u>Bogside</u> (see page 64)	28	460			
				<u>10</u>		<u>To Snodgrass branch.</u>
	<u>Irvine</u>	29	620			
				<u>40</u>		<u>Through Main line trailing crossover.</u>
	<u>Gailes LC (AHB-X)</u>	31	370	<u>X40</u>	<u>X40</u>	<u>Approaching level crossing in wrong direction.</u>
				<u>40</u>	<u>40</u>	<u>Over Main line trailing crossover.</u>
				<u>60</u>		<u>32m1610yd and 0m370yd.</u>
	<u>Barassie</u>	33	0			
		33	180			
		0	0	<u>30</u>	<u>30</u>	<u>Over connection, DPL to Kilmarnock single line</u>
	<u>Barassie Jn</u> (See Page 47)	0	20	<u>40</u>		<u>Entering, over and leaving DPL</u>
				<u>40</u>		<u>Through Main line facing crossover.</u>
	<u>Up main signal PB286</u>	0	1630			
				<u>40</u>		<u>Entering, over and leaving UGL</u>
	<u>Troon</u>	1	350	<u>60</u>	<u>60</u>	<u>Over curves, 0m950yd and 1m570yd</u>
		1	1100			
		2	330			
		35	110			
	<u>Monkton Siding CF (S)</u>	36	620			
	<u>Prestwick</u>	37	750			
	<u>Falkland</u>	38	1610			
				<u>50</u>	<u>50</u>	<u>39m20yd and 40m290yd</u>

DPL 1180f (355m)

UGL 1305f(395m)

DGL 760f (230m)

80-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51-54 - Amend - continued					
	<u>Newton-on-Ayr</u>	39 730			
	Newton Jn (See page 64)	39 880		10	<u>Through jn to Ayr Harbour Jn.</u>
	OHNS	39 900		20	<u>Through jn to Killoch branch</u>
	Down Ayr Signal PA340	39 970		40	40 <u>40m290yd and 40m680yd</u>
				40	25 <u>40m680yd and 40m920yd</u>
	<u>Ayr</u>	40 1080		50	50 <u>40m920yd and 40m1740yd</u>
	Belmont LC (CCTV)	40 1360 41 990		30	30 <u>Through crossover.</u>
			45	45 <u>Through crossover.</u>	
Dalrymple Jn (See page 65)	43 1170		20	<u>Through jn to Benbane branch</u>	
Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes. Controlled from Ayr relay room. Amended (14/9/86)					
Page 55					
	<u>Between Girvan and Pinwherry</u>				
	Amend:-		20	20	<u>Bridge No.9, 1m680yd and 1m730yd.</u>
	to read:-		45	45	<u>Bridge No.9, 1m680yd and 1m730yd.</u>
(1/9/86)					

MON-D9

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down mph	Up mph		At or between
Pages 61 and 62							
Amend:- <u>KILWINNING JN TO LARGS</u> table to read:-							
	Kilwinning Jn (See Page 53)	25	1540	60	60	MAXIMUM PERMISSIBLE SPEED	The lines between Kilwinning Jn and Hunterston (excl) are controlled from Paisley SC.           DGL 1515f (460m)
				40	25	Through jn. <u>Entering over and leaving Up Goods Loop.</u>	
				40	40	<u>25m1560yd and 26m150yd</u>	
	Kilwinning	26	0	40	55	<u>Through facing crossover.</u> <u>26m990yd and 26m1450yd.</u>	
	Dubbs Jn (See Page 63)	26	1500	25		<u>Through Jn to Byrehill Jn.</u>	
				40	40	<u>Through trailing crossover.</u> <u>Entering Down Goods loop.</u>	
	Stevenston (See Page 62)	28	550				
	Stevenston LC	28	680				
	Saltcoats	29	1210	50	50	<u>29m730yd and 29m1690yd</u>	
				30	160	<u>Through connection to Up Largs.</u>	
Ardrossan Sth Beach (See Page 63)	30	840	25	50	<u>Through jn to Ardrossan Harbour.</u> <u>30m1060yd and 3lmp.</u>		
			30	1060			
West Kilbride	35	220					
Hunterston (H) (See Page 63)	36	1140	25		<u>Over connection Single line to Up Freight.</u>		
Fairlie High Sdg GF (S)	38	1650					

010-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 61 and 62 - Amend - continued</u>					
	Fairlie High	39 20			
	Fairlie Tunnel (990 yards)	39 260 to 39 1250			
	Admiralty Sdg GF (S)	39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.
	Largs	42 150			(Amended 20/9/86)
<u>Page 62</u>					
<u>Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-</u>					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
	Misk	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED
	Stevenston (See Page 61)	0 0			Controlled from Paisley SC.  (14/9/86)
<u>Page 63</u>					
<u>Add:-</u>					
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
	Ardrossan Sth Beach (See Page 61)	30 840 30 1030	25	25	MAXIMUM PERMISSIBLE SPEED
	Princes St LC (CCTV)	31 150			Controlled from Paisley SC. No Train Staff.
	Ardrossan Hbr LC	31 620			Controlled from Ardrossan Hbr LC
	Ardrossan Hbr	31 840			(14/9/86)

See General Instructions Page 21 0

NON-D11


SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 64	<u>AYR HARBOUR TO NEWTON JN (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley (1/6/86)
	<u>NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley 1/6/86)
Page 65	<u>DALRYMPLE JN TO BENBANE (GOODS LINE)</u> Amend reference in Remarks column to			"Ayr" to read "Paisley"	(1/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> <u>Linlithgow Engineer's Sdg</u> Amend:- GSP (S) to read:- GP (S)				(21/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> <u>Bo'ness</u> Add:- DPL 970f (295m) to remarks column.				(6/9/86)
Page 79	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Amend : Cadder (East end) to Cadder (West end) to read:-				
		Cadder (East end) (CR)	5 880	15	<u>Entering Down slow line.</u>
				30	<u>Over and leaving Down slow line.</u>
		Cadder (West end)	4 1010	30	<u>Entering, over and leaving Up slow line</u>
					All lines between Cadder (West end) (incl.) and <u>Queen St</u> are controlled from Cowlairs. (23/8/86)

MON-D12



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<p>Page 80</p> <p><u>EDINBURGH TO GLASGOW QUEEN ST (VIA WALKIRK HIGH)</u> <u>Amend Cowlairs West Jn to Queen St High Level to read:-</u></p> 	<p>Cowlairs West Jn (see page 90 for West Curve line and page 79 for Springburn line)</p>	<p>1 1470</p>	<p><u>15</u></p> <p><u>20</u></p> <p><u>40</u></p> <p><u>50</u></p> <p><u>20</u></p>	<p><u>15</u> Through jn to Maryhill Park <u>Through jn, main passenger line to Springburn</u></p> <p><u>40</u> Through facing crossover <u>Through trailing crossover</u> <u>Entering and leaving Down</u> <u>Passenger loop East end</u></p> <p><u>40</u> <u>1m660yd and Queen St High Level tunnel Down direction</u></p> <p><u>20</u> <u>Entering and leaving Down</u> <u>Passenger loop and Down</u> <u>departure line West end</u></p>	<p>DPL 735f (225m)</p>
	<p>Queen St High Level tunnel (990 yards)</p>	<p>1 330</p> <p>0 1320 to 0 330</p>	<p>40</p> <p><u>20</u></p>	<p><u>40</u> <u>Through facing crossover</u></p> <p><u>20</u> <u>Through tunnel Down direction</u></p>	
	<p><u>Queen St High Level</u></p>	<p>0 00</p>	<p><u>50</u></p>	<p><u>50</u> <u>0mp to 2mp Up direction</u></p>	
<p>Page 80</p> <p><u>Delete:- COWLAIRES TO PORT DUNDAS (GOODS LINE) table</u></p>					<p>(28/6/86)</p>

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
<u>Page 81</u>					
<u>POLMONT JN TO LARBERT JN</u>					
<u>Amend:-</u>			<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
<u>to read:-</u>	Between Polmont Jn and 24m1120yd		<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	Between 24m1120yd and Larbert Jn		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
<u>Add:-</u>			<u>50</u>	<u>50</u>	21m440yd and 21 $\frac{1}{2}$ mp.
<u>Delete:-</u>			<u>40</u>	<u>40</u>	Over curves 22 $\frac{1}{2}$ mp and 23m220yd.
<u>Add:-</u>			<u>55</u>	<u>55</u>	Over curves 22m530yd and 22m1210yd.
			<u>50</u>	<u>50</u>	23m1340yd and 23m1600yd. (23/8/86)
<u>Page 92</u>					
<u>HYNDLAND NORTH JN TO HYNDLAND WEST JN</u>					
<u>Add:-</u>	Hyndland West Jn				S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>					
<u>Add:-</u>	Hyndland West Jn				S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
	Clydebank Dock Jn		<u>30</u>		Through east end main line trailing crossover.
<u>Add:-</u>				<u>30</u>	Through west end main line facing crossover. (14/9/86)
<u>Page 94</u>					
<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>					
<u>To read:-</u>			<u>5</u>	<u>5</u>	MAXIMUM PERMISSIBLE SPEED
<u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>					
	Clydebank Central Jn (See page 93)	0 0			Controlled from Clydebank Dock Jn
		0 90			Only one train may be allowed on the line at a time (30/8/86)
		109 110			
	Old Kilpatrick	111 570			

MON-D14



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<p>Page 103</p> <p><u>Amend :-</u></p> <p>to read :-</p> <p><u>Add:-</u></p>	<p>Torness Siding GSP (S)</p>	<p>32 1690</p>	<p>90</p> <p>80</p>	<p>90 67m1520yd and 69mp.</p> <p>80 69mp and 69m1450yd.</p>	<p>(19/5/86)</p> <p>(15/6/86)</p>
<p>95</p> <p>90</p>			<p>90 67m1520yd and 69mp.</p> <p>80 69mp and 69m1450yd.</p>	<p>(19/5/86)</p>	
<p>85</p>			<p>85 69m1450yd and 53m750yd.</p>		
<p>Pages 119 and 120</p> <p><u>HAYMARKET WEST JN TO ABERDEEN</u> Between Usan and Montrose South</p> <p><u>Add: T to Signalling System Column</u> (This amends the item published in WON No.21)</p>					<p>(23/8/86)</p>
<p>Page 130</p> <p><u>PERTH TO INVERNESS</u></p> <p><u>Amend:-</u></p> <p>To read:-</p>			<p>65</p> <p>60</p>	<p>65 20m510yd and 21m900yd</p> <p>60 Over curves, 23m1430yd and 23m1650yd</p>	<p>(19/4/86)</p>
			<p>65</p> <p>60</p>	<p>65 20m510yd and 21m1030yd</p> <p>60 Over curves, 23m1340yd and 23m1650yd</p>	
<p>Page 133</p> <p><u>Delete</u></p>	<p><u>/T/</u></p> <p><u>/T/</u></p>	<p>65 880</p> <p>68 1450</p>			<p>(21/6/86)</p>

NON-DIG

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Page 135						
<u>PERTH TO DUNDEE CENTRAL JN</u>						
<u>Amend</u> between <u>Perth</u> and Jn with single line to read:-						
	<u>Perth (P)</u> (see pages 71 and 129)	21	20		<u>20</u>	<u>Through connection, Dundee Loop line to main line immediately in advance of Sig P46.</u>
	<u>Perth</u>	20	1410			
	Jn with single line	20	1080	<u>15</u>	<u>15</u>	<u>Sig P65 and sig P112.</u>
Page 140						
<u>ABERDEEN TO INVERNESS</u>						
<u>Amend:-</u> Kinloss LC (AHB) 3 220						
to read:- Kinloss LC (AHB) 2 1650						
<u>Amend:-</u> Forres LC 0 330						
to read:- Forres LC 0 352						
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>						
<u>Amend</u>						
				20	20	<u>131ml210yd and 132ml10yd.</u>
				60	60	
to read:-						
				20	20	<u>131ml210yd and 132ml10yd.</u>
				60	60	
Page 143						
<u>INVERNESS TO WICK</u>						
<u>Between Dingwall and Invergordon</u>						
<u>Delete:-</u> ET from Signalling System column.						
(21/6/86)						
Page 144						
<u>Delny LC (AOCL)</u>						
<u>Amend:-</u>						
				30	30	<u>Approaching L.C.</u>
				55	55	
to read:-						
				30	30	<u>Approaching L.C.</u>
				55	55	
<u>Tain - Delete:-</u>						
				15	15	<u>Through loop connections.</u>
(21/6/86)						

MON-D17

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Page 145</u>					
<u>Amend:-</u>	Kirkton LC (Open)		<u>25</u>	<u>25</u>	Approaching LC
<u>to read:-</u>	Kirkton LC (AOCL)		<u>30</u>	<u>30</u>	Approaching LC
			<u>55</u>	<u>55</u>	
<u>Between Brora L.C. (AOCL) and Brora</u>					
<u>Amend:-</u>	Brora LC (AOCL)	90 680	10	10	
	Brora	90 1060	15	15	
<u>to read:-</u>	Brora LC (AOCL)	90 680	<u>10</u>	<u>10</u>	
	Brora	90 1060	<u>15</u>	<u>15</u>	(30/8/86)
<u>Add:-</u>	Between Brora and Helmsdale Dalchalm (AOCL)	91 660	<u>25</u>	<u>25</u>	<u>Approaching LC</u>
			<u>50</u>	<u>50</u>	(18/5/86)
<u>Page 148</u>					
	<u>DINGWALL TO KYLE OF LOCHALSH</u>				
	<u>Garve</u>				
<u>Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through Loop connections.</u>
					(21/6/86)
<u>Page 149</u>					
<u>Delete:-</u>	Achnasheen		<u>15</u>	<u>15</u>	<u>Through loop connections.</u>
	Strathcarron		<u>15</u>	<u>15</u>	<u>Through Loop connections.</u>
					(21/6/86)
<u>Page 156</u>					
	<u>HAYMARKET WEST JN TO ABERDEEN</u>				
	<u>Between Usan and Montrose South</u>				
<u>Add</u>	: T to Signalling System Column				
	(This supersedes the item published in WON No.21)				(23/8/86)
<u>Page 157</u>					
<u>Amend:-</u>	Portlethan				
<u>to read:-</u>	Portlethen				(30/8/86)

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

## SECTION 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 1</u>			
<u>Gretna Jn to Eglinton Street Jn (via Kilmarnock)</u>			
<u>Delete</u> :-	Barony Jn/Auchinleck entry		(27/5/86)
<u>Page 2</u>			
<u>Delete</u> -	Admiralty Sdg./Fairlie High entry		(11/5/86)
	Stevenston No.2/Stevenston No.1 entry		(10/8/86)
<u>Delete</u> -	<u>Holm Jn to Ardrossan Harbour and relative entries.</u>		(1/6/86)
<u>Page 4</u>			
<u>Delete:-</u>	<u>Clydebank Central Jn to Old Kilpartick (Goods Line) and relative entries</u>		(30/8/86)

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

Signal Box	Signal	Remarks
<u>Page 9</u>		
Inverness to Wick		
Dingwall	<u>Delete</u> entry in Remarks column	(21/6/86)

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

From	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
<u>Add:-</u>				
<u>Kilwinning Jn to Largs</u>				
Stevenston No.1	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 the item published in Weekly Operating Notice No.16				Amended (22/7/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEXAdd:-

	Page
Class 318 Electric Multiple Units-Emergency Couplings	56 (1/9/86)
Anti-Vandal trains	79 (31/5/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedRULE BOOK SECTION H, CLAUSES 3/16 AND 4/13

Place	Line and Location	Location of Telephone
<u>Page 1</u>		
<u>Delete:-</u>	Newtonmore entry Culloden Moor entry	
<u>Page 2</u>		
<u>Add:-</u>	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
<u>Page 2</u>	
<u>Delete:-</u> Bridge Street Jn to Stranraer and relative entry.	(21/6/86)

LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

<u>Page 5</u>	
2.	General Appendix
	<u>2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.</u>
	<u>Clause 6</u>
<u>Delete:-</u> Usan - Montrose South	(23/8/86)

STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks
<u>Page 7</u>			
<u>Amend Ayr entries (2) to read:-</u>			
Paisley SC	Ayr	Up	Between Signals PA356 and PA322
Paisley SC	Ayr	Down	Between Signals PA319 and PA359 (1/6/86)
<u>Page 8</u>			
<u>Amend Cowlairs entries to read:-</u>			
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 C96 and C92.
Cowlairs	-	Down lines	Between Signals C80, C53 and C4, C5, C21.
<u>(Note - Vehicles must not be propelled towards C20 or C21).</u>			(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:-

<u>From</u>	<u>To</u>	
Hunterston	Largs	Amended (20/7/86)
Byrehill Jn	Dubbs Jn	(6/4/86)
<u>Add:-</u>		
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)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedSINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED - continuedPage 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 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add:- Ardrossan South Beach to Ardrossan Harbour  
Carmondean Jn to Bathgate Station

(14/9/86)

Page 24BREAKDOWN CRANES

Amend tabular information to read :-

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 25BREAKDOWN 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

(21/6/86)

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:-

<u>Location</u>	<u>Crane Nos. Affected</u>
Auchmuty Branch ) Inverness Harbour Branch )	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

Page 26

SPEED RESTRICTIONS

Amend tabular information to read:-

<u>Location</u>	<u>Speed mph</u>	<u>Crane Nos. Affected</u>
Forth Bridge - Up line Burghead Branch	10 5	ADRC 95204 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.

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 communication 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 heard 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 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 61WORKING OF DIESEL MULTIPLE UNIT TRAINS

Delete - Anti-Vandalism train and relative instruction

(31/5/86)

Page 79 - AddANTI-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 81CONTINUOUS BRAKE TRAIN OPERATION

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Maximum unfitted load (tonnes)</u>
1. <u>Assisting in rear</u>			
2. <u>Areas of Signalling Restraint</u>			
<u>Carlisle to Glasgow Central</u>			
<u>Amend</u> - Uddingston to Motherwell entry to read :-			
Newton East Jn	Motherwell	Up	90 (20/4/86)

Page 101STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table. (3/8/86)

SECTION 4LOCAL INSTRUCTIONSINDEX

	<u>B</u>	<u>Page</u>
<u>Page (i) Delete:-</u> Barony Colliery Branch		26 (27/5/86)
<u>Page (iii) Delete</u> Fairlie entry		(11/5/86)

Page 20FINNIESTON STATION

Amend heading to read:- EXHIBITION CENTRE STATION (21/6/86)

Page 23DUMFRIES

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 26SHEWALTON MOSS

Main line sdgs -

Amend reference to "Barassie Jn" to read "Paisley Sc" (25/5/86)

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

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

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.

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 Cowlairst 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 COWLAIRST 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 Cowlairst 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 COWLAIRST 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

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.
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

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 Signaller. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signaller or other duly authorised person, except as provided in clause 7.
- 3.1 The Signaller, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

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

In the case of Corroul, tokens must only be exchanged at a stop board at Corroul Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Spean bridge or Glenfinnan, under the Warning Arrangement the Signaller will, when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

In the case of Corroul, when a train is allowed to go forward from Rannoch or Tulloch towards Corroul under the Warning Arrangement, the signaller 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 - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 57 - Add - continued8. 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 Signaller 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 Signaller.

(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 be taken as meaning distant boards and instructions concerned observed as far as can be applied.

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

At Corroul, 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 Corroul, 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 Corroul).

Amended (5/7/86)

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

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)

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

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.

NO. <u>SPECIMEN</u>	DATE _____
<u>BRITISH RAILWAYS</u> <u>(Scottish Region)</u>	
To the Driver of _____ train.	
On arrival at Mallaig you are instructed to shunt the train clear of the single line in accordance with the Local Instructions.	
Authorised by _____	
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)

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)

Page 95

BETWEEN INVERGORDON AND FEARNAmend 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 LOCHALSHShuntingAmend reference in last line to "are" to read "have been".

(5/7/86)

MISCELLANEOUS INSTRUCTIONSMOTHERWELL 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)

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

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 RESIGNALING (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)

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

UNTIL FURTHER NOTICE - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporary 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)

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.

<u>Station</u>	<u>Location</u>
Coatdyke	Down platform, on station buildings.
Sunnyside	Down platform, on station buildings
Blairhill	Down platform, under road overbridge (Glasgow end)
Easterhouse	Down platform, on station buildings
Garrowhill	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)

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 must be given by staff involved to ensure that all handbrakes are released before these wagons are moved. (MPF/491/CA) (1/9/86)



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

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	1 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)	1 large mirror 3m from north end of platform	3/6 car boards 5m in rear of mirror.
Lochwinnoch	Down Southbound	1 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)	1 large mirror at north end of platform	3/6 car boards 5m in rear of mirror
Dalry	Up Northbound	1 small mirror and 1 monitor 4m from north end of platform	3/6 car boards 5m in rear of this position
	(for Down direction)	1 large mirror 6m from south end of platform	3/6 car boards 5m in rear of mirror

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	1 monitor 8m from west end of platform	6 car board 5m in rear of monitor
		1 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 platform	3/6 car boards 5m in rear of monitor (on awning column)
	P3 Up Northbound	1 large mirror and 1 monitor 22m from north end of platform	3/6 car boards 5m in rear of this position (on O/H mast)
	(for Down direction)	1 large mirror and 1 monitor 42m from south end of platform	3/6 car boards 5m in rear of this position
Saltcoats	Down Westbound	1 large mirror and 1 monitor 9m from west end of platform	6 car board 4m in rear of this position
		1 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	1 small mirror and 1 monitor 9m from north end of platform	3/6 car boards 5m in rear of mirror
Prestwick	Down Southbound	1 large mirror on ramp at south end of platform	3/6 car boards 5m in rear of mirror
Newton-on-Ayr	Up Northbound	1 small mirror and 1 monitor 5m from north end of platform	6 car board 5m in rear of mirror (on lighting pole)
		1 small mirror 62m from north end of platform	3 car board 5m in rear of mirror

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.27**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 27 SEPTEMBER**

**to**

**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.

GLASGOW

**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.

ENERGISATION OF OVERHEAD LINE EQUIPMENT - continued

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 opposite 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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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 ATEMPORARY 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.

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>								
1	Shieldmuir Jn and Garriongill Jn	- Up	86	1046	85	1740	$\frac{20}{40}$	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)
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>								
5	Auchengray LC and Carstairs East Jn	- Up	78	860	78	600	20	Trackwork. (86/27) <u>Begins 08 00 Sun 28 Sep.</u>
<u>MIDCALDER JN TO HOLYTOWN JN</u>								
6	Hartwood and Bellside GF	Down -	6	980	6	985	40	Condition of track. (86/4)
<u>LAW JN TO UDDINGSTON JN</u>								
7	Holytown Jn and Ravenscraig No.2	- Up	88	1340	88	1260	40	Condition of track. (86/23)
8	Uddingston Jn	- Up	MINUS		0	400	20	Condition of track. (86/20)
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>								
9	Anderston Tunnel and Bridgeton	- Up	1	1230	1	880	20	Condition of track. (85/34)
<u>LARKFIELD JN TO SHIELDS JN</u>								
10	Terminus Jn and Shields Jn	Down -	101	1140	101	1320	20	Condition of track. (86/63)



## WON-A2

Location	Lines affected	Mileage				Restriction mph	Remarks		
		At		between					
		M	Yd	M	Yd				
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>									
11	Dumfries South	Down	-	92	1100	92	920	20 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) <u>Finishes 10 00 Sun 28 Sep.</u>
16	Auchinleck and Mauchline	Down	Up	46	440	46	00	20	Trackwork. (86/27) <u>Begins 10 00 Sun 28 Sep.</u>
17	Muirhouse North Jn and Eglinton Street Jn	Down	Up	0	704	0	1084	20	Trackwork. (86/23)
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>									
18	Crosshill and Pollokshields East	Inner	-	0	1550	0	880	20	Trackwork. (86/17/18)
<u>BRIDGE STREET JN TO STRANRAER</u>									
19	Lochwinnoch and Johnstone	-	Up	10	1320	10	700	20	Trackwork. (86/20) <u>Finishes 05 45 Sun 28 Sep.</u>
20	Lochwinnoch and Johnstone	-	Up	15	1190	15	600	20 40	Trackwork (86/20) <u>Finishes 05 45 Sun 28 Sep.</u>
21	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	20	Condition of bridge (UB No.43). (86/24) NOTE : <u>For all trains except Electric/Diesel Multiple Units.</u>
22	Lochwinnoch and Glengarnock	Down	Up	18	750	18	790	40	Condition of bridge (UB No.43). (86/24) NOTE : <u>For Electric/Diesel Multiple Units Only.</u>
23	Kilwinning Jn and Dalry	-	Up	25	1375	25	820	20	Trackwork. (86/25)
<u>PAISLEY TO GOUROCK</u>									
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) <u>Finishes 07 30 Sun 28 Sep.</u>

## WON-A3

Location	Lines affected	Mileage				Restriction mph	Remarks		
		At or between							
		M	Yd	M	Yd				
<u>WEMYSS BAY JN TO WEMYSS BAY</u>									
26	Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork. (86/25)
27	NOT USED								
<u>KILWINNING JN TO LARGS</u>									
28	Ardrossan South Beach	Single		30	920	30	1540	40	Trackwork. (86/26) <u>Finishes 05 00 Sun 28 Sep.</u>
29	West Kilbride and Ardrossan South Beach	-	Up	33	1100	33	440	20	Trackwork. (86/26)
<u>MOTHERWELL TO PERTH</u>									
30	Greenhill Lower Jn and Carmuir West Jn	Down	-	106	1252	107	440	<u>20</u> 40	Trackwork. (86/24) <u>Finishes 08 00 Sat 27 Sep.</u>
31	Dunblane and Greenloaning	Down	Up	124	1020	124	1180	20	Bridgework (UB No.6). (86/27) <u>Begins 08 00 Sun 28 Sep.</u>
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>									
32	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>									
33	Newbridge Jn and Haymarket West Jn	-	Up	39	660	39	1320	20	Trackwork. (86/27) <u>Begins 09 00 Thu 2 Oct.</u>
34	Lenzie	Down	-	6	780	6	308	<u>20</u> 40	Trackwork. (86/24) <u>Finishes 10 00 Sat 27 Sep.</u>
35	Bishopbriggs	-	Up	3	000	3	577	<u>20</u> 40	Trackwork. (86/24) <u>Finishes 10 00 Sat 27 Sep.</u>
<u>NEWBRIDGE JN TO BATHGATE</u>									
36	Newbridge Jn and Cawburn Jn	Down	-	33	1060	32	1320	20	Trackwork. (86/17/18)
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>									
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)
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>									
39	Garelochhead and Glen Douglas	Single		12	400	12	500	10	Condition of bridge (UB No.34). (86/12)
40	Arrochar & Tarbet and Ardlui	Single		23	200	23	400	20	Bridgework. (UB No.70) (86/25)

## WON-A4

Location	Lines affected		Mileage				Restriction mph	Remarks	
			At		between				
			M	Yd	M	Yd			
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>									
41	Reston GSP and Berwick-upon- Tweed	-	Up	53	1214	54	416	20	Trackwork. <u>Applies 23 45 Mon 29 to</u> <u>03 45 Tue 30 Sep.</u>
42	Reston GSP and Berwick-upon- Tweed	-	Up	52	1214	53	691	20	Trackwork. <u>Applies 22 45 Tue 30 Sep</u> <u>to 03 45 Wed 1 Oct.</u>
43	Berwick-upon- Tweed and Reston GSP	Down	-	54	416	53	691	20	Trackwork. <u>Applies 02 00 to 06 55</u> <u>Thu 2 Oct.</u>
44	Berwick-upon- Tweed and Reston GSP	Down	-	53	691	52	1214	20	Trackwork. <u>Applies 02 00 to 06 55</u> <u>Fri 3 Oct.</u>
45	Prestonpans and Monktonhall Jn	Down	-	8	66	7	880	20	Trackwork. <u>Applies 08 00 to 15 15</u> <u>Sun 28 Sep.</u>
46	Monktonhall Jn and Prestonpans	-	Up	7	748	8	66	20	Trackwork. (86/25)
<u>MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)</u>									
47	Monktonhall Jn and Millerhill South Jn	Single		0	220	0	180	10	Trackwork. (86/26)
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>									
48	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
<u>HAYMARKET WEST JN TO ABERDEEN</u>									
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. <u>Applies 08 00 to 16 00</u> <u>daily, Sun 28 Sep to Fri</u> <u>3 Oct.</u>
51	Laurencekirk and Craigo	-	Up	210	550	210	110	40	Trackwork. <u>Applies 22 00 Sat 27 to</u> <u>24 00 Sun 28 Sep.</u>
52	Craigo and Laurencekirk	Down	-	210	110	210	550	20	Trackwork. (86/20) <u>Finishes 10 00 Fri 3 Oct.</u>
<u>LADYBANK JN TO HILTON JN</u>									
53	Ladybank Jn and Clatchard Craig South GF	Single		5	1680	6	00	20	Bridgework (UB No.13) (86/8)

Location	Lines affected	Mileage				Restriction mph	Remarks
		At or between					
		M	Yd	M	Yd		
<u>PERTH TO INVERNESS</u>							
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	<u>20</u> 40	Trackwork. (86/25) <u>Finishes 10 00 Fri 3 Oct.</u>
56	Culloden Moor	- Up	111 710	111	660	20	Trackwork. (86/26) <u>Finishes 10 00 Fri 3 Oct.</u>
<u>ABERDEEN TO INVERNESS</u>							
57	Keith and Rosarie LC	Single	28 1640	28	320	<u>20</u> 40	Trackwork. (86/15) <u>Finishes 10 00 Fri 3 Oct.</u>
58	Rosarie LC and Elgin	Single	27 198	26	1078	<u>20</u> 40	Condition of track. (85/33)
59	Rosarie LC and Elgin	Single	14 235	13	1227	<u>20</u> 40	Trackwork. (86/27) <u>Begins 10 00 Fri 3 Oct.</u>
<u>INVERNESS TO WICK</u>							
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) <u>Finishes 12 00 Fri 3 Oct.</u>

SECTION BTEMPORARY ENGINEERING WORKS

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL</u>		
<u>UNTIL FURTHER NOTICE</u>		
63 Shieldmuir Jn and Motherwell	All	00 00 to 05 00 daily. Signalling work.
64 Glasgow Central	All	00 00 to 06 00 daily. Signalling work.
<u>SATURDAY 27 SEPTEMBER</u>		
65 Law Jn and Shieldmuir Jn	Down and Up	BLOCKED 00 50 to 05 10. Overhead line work. <u>Trains diverted via Wishaw Cen. Isolation of electrical sections MC1 (f) and MC2 (a).</u>
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. <u>Isolation of electrical sections EG1 and 2.</u>
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. <u>Isolation of electrical sections EG3 (a to g) and EG4 (d and e).</u>
68 Glasgow Central	No.3 Line	BLOCKED 00 30 to 05 30. Track renewal at Points No.380B. <u>Possession to be given up for passage of 1S04, 23 45 Manchester Vic to Glasgow Central.</u>
<u>SUNDAY 28 SEPTEMBER</u>		
69 Carlisle South Jn	All	<u>Between Trains</u> 06 00 to 16 00. Signalling work and track renewal. <u>Points and signals disconnected.</u>
70 Caldew Jn and Mossband Jn	Down and Up Main BLOCKED Up Goods <u>Between Trains</u>	) 05 00 to 15 00. Track renewal. <u>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 cleared by Diesel locomotive. Isolation of electrical sections EU5 (a and b), EU6 (d and e) and EU7 and 8 (complete).</u>
Caldew Jn and Floriston LC	All BLOCKED (to electric trains)	)
<u>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.</u>		
71 Caldew Jn and Mossband Jn	All	05 00 to 16 00. Signalling work. <u>Points and signals disconnected.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 28 SEPTEMBER - continued</u>		
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). <u>Isolation of electrical sections EM3 and 4,</u> <u>07 55 to 16 00.</u>
75	Wamphray GF and Beattock	Down and Up BLOCKED
		08 00 to 16 00. Overhead line work. <u>Isolation of electrical sections LM3 and 4 and EM3 and 4.</u>
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. <u>Isolation of electrical sections LM3 and 4 08 20 to 16 30.</u>
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. <u>Isolation of electrical sections LC3 and 4 08 35 to 16 15.</u>
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. <u>Trains diverted via Wishaw</u> <u>00 00 to 08 00. Isolation of electrical sections</u> <u>MCl, 2, 3 and 4.</u>
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
		00 15 to 22 30. Earthwork, track renewal and track maintenance. <u>Inter-Regional trains</u> <u>diverted via R&amp;C lines 00 15 to 08 30 and via</u> <u>Hamilton and Holytown Jn 16 00 to 22 30.</u> <u>Motherwell/Dalmuir/Motherwell services diverted</u> <u>via Hamilton Central and terminate/start</u> <u>Bellshill. Isolation of electrical sections MN1</u> <u>(b, c and d) and MN2 (e, f and g).</u>
82	Uddingston Jn and Newton West Jn	Down and Up BLOCKED
		00 15 to 22 30. Platform work (Uddingston) and overhead line work. <u>Inter-Regional trains</u> <u>diverted via R&amp;C lines 00 15 to 08 30 and via</u> <u>Hamilton and Holytown Jn 16 00 to 22 30,</u> <u>Motherwell/Dalmuir/Motherwell services diverted</u> <u>via Hamilton Cen and terminate/start Bellshill.</u> <u>Isolation of electrical sections MN5 and 6,</u> <u>00 15 to 05 00, MN1 and 2, 00 15 to 07 30,</u> <u>MN1(b,c and d) and MN2(e, f and g), 07 30 to</u> <u>22 30.</u>
83	Newton West Jn and Rutherglen East Jn	Down and Up BLOCKED
		00 00 to 07 30. Drainage. <u>Trains diverted via</u> <u>R&amp;C lines. Isolation of electrical sections</u> <u>EN1 and 2.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 28 SEPTEMBER - continued</u>		
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 EGL, 2, 3, 4, 5 and 6.</u>
87 Glasgow Central	All	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. <u>No access to Country End Engine Siding.</u>
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. <u>Isolation of electrical sections EGL, 2, 3 and 4.</u>

MONDAY 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. <u>Isolation of electrical sections LM4 and EM4.</u>
-----------------------------------	-----------------------------------	--

TUESDAY 30 SEPTEMBER

92 Kirtlebridge GF and Quintinshill	Up BLOCKED	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.

TUESDAY 30 SEPTEMBER AND WEDNESDAY 1 OCTOBER

95 Quintinshill and Kirtlebridge GF	Down BLOCKED	06 10 to 09 00 daily. Track renewal.
-------------------------------------	--------------	--------------------------------------

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

CARLISLE TO GLASGOW CENTRAL - continuedWEDNESDAY 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.

THURSDAY 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.

FRIDAY 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.

CARSTAIRS SOUTH JN TO HAYMARKET EAST JNUNTIL FURTHER NOTICE

106 Slateford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
--	----------------------------	---

SUNDAY 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.
109 Curriehill GSP and Midcalder Jn	Up BLOCKED Down BLOCKED	07 00 to 16 00 ) Track renewal. 09 30 to 16 00 )
110 Kingsknowe LC and Curriehill GSP	Up BLOCKED Down BLOCKED	07 00 to 16 00 ) Track renewal. 09 30 to 16 00 )





## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>NEWTON WEST JN TO CATHCART WEST JN - continued</u>		
<u>TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
122 Newton West Jn and Cathcart West Jn	Down and Up BLOCKED	00 30 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections MN5 and 6.</u>
<u>CATHCART EAST JN TO CATHCART NORTH JN</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
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. <u>Single line working over Down line.</u>
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
124 Rutherglen North Jn and Finnieston	Down and Up BLOCKED	00 00 to 08 00. Track renewal.
<u>WEDNESDAY 1 and THURSDAY 2 OCTOBER</u>		
125 Rutherglen North Jn and Finnieston	Down and Up BLOCKED	00 00 to 05 30 daily. Tunnelwork. (Anderston). <u>Isolation of electrical sections PR1 and 2.</u>
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
126 Annan	All	07 30 to 16 00. Signalling work (LM Region).
127 Dumfries South and Dumfries Station	Down BLOCKED Up BLOCKED	00 30 to 13 45 ) Track renewal. 00 30 to 10 45 )
128 Thornhill and New Cumnock	Down and Up BLOCKED	00 30 to 10 00. Track renewal.
129 New Cumnock and Auchinleck	Down and Up BLOCKED	00 00 to 10 15. Drainage.
130 Auchinleck and Mauchline	Down and Up BLOCKED	00 00 to 10 15. Track renewal.
131 Muirhouse North Jn and Eglinton Street Jn	Down and Up Branch BLOCKED	00 00 to 22 00. Track renewal and track maintenance. <u>Glasgow Cen/Newton services</u> <u>terminate/start at Pollokshields East. The</u> <u>following trains are all diverted via Muirhouse</u> <u>Cen Jn and Shields Jn. 1M14, 22 00 Sat Stranraer</u> <u>Hbr to Euston, 1B99 01 28 Carstairs to</u> <u>Kilmarnock, 1S06 20 38 Sat Euston to Stranraer</u> <u>Hbr, 5M12 09 25 (Empty NPCCS) Glasgow Cen to</u> <u>Redbank, 1M35 10 10 Glasgow Cen to Euston, 1011</u> <u>09 35 Edinburgh to Poole, 1M42 12 10 Glasgow</u> <u>Cen to Euston, 1M19 14 10 Glasgow Cen to Euston,</u> <u>1M56 14 45 Glasgow Cen to Carlisle, 1S41 10 05</u> <u>Manchester Vic to Edinburgh, 1S88 19 20 Carlisle</u> <u>to Glasgow Cen. Isolation of electrical sections</u> <u>EG3 (i), EG4 (a), EW1 (a), EW2 (b and c) and EW3</u> <u>and 4.</u>
132 NOT USED.		

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK) - continuedTUESDAY 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 Jn and Eglinton Street Jn	Down and Up BLOCKED	00 30 to 06 10 daily. Unloading rails.
---	---------------------	--

EAST KILBRIDE TO BUSBY JNUNTIL FURTHER NOTICE

135 East Kilbride and Busby	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use.
-----------------------------	--------------------------------------	---

KILMARNOCK TO BARASSIEUNTIL FURTHER NOTICE

136 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
--------------------------------	--------	--

SUNDAY 28 SEPTEMBER

137 Kilmarnock and Barassie	Single BLOCKED	09 45 to 24 00. Bridgework (OB No.4).
-----------------------------	----------------	---------------------------------------

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)SUNDAY 28 SEPTEMBER

137A Cathcart North Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 00 to 07 30. Track renewal.
138 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. <u>Single line working over Inner line.</u>

WEDNESDAY 1 OCTOBER

139 Cathcart West Jn and Muirhouse North Jn	Inner BLOCKED	00 00 to 05 30. Track renewal.
---	---------------	--------------------------------

WEDNESDAY 1 to FRIDAY 3 OCTOBER

140 Muirhouse Central Jn and Cathcart West Jn (via Maxwell Park)	Inner and Outer BLOCKED	00 00 to 05 30. Overhead line work and stationwork (Maxwell Park). <u>Isolation of electrical sections EW1,2,3,4,5 and 6.</u>
--	----------------------------	---

NEILSTON HIGH TO CATHCART WEST JNSUNDAY 28 SEPTEMBER

141 Neilston High and Cathcart West Jn	Down and Up BLOCKED	08 00 to 22 00. Overhead line work. <u>Isolation of electrical sections EW5 and 6.</u>
--	---------------------	--

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER</u>		
<u>UNTIL FURTHER NOTICE</u>		
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	All	00 00 to 06 00 daily. Signalling work.
144 Elderslie and Lochwinnoch	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (FB No.18).
145 Lochwinnoch and Glengarnock	Down and Up <u>Between Trains</u>	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 Jn	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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
149 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work.
150 Barassie and Prestwick	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Bridgework (FB No.4).
151 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Stationwork.
152 Newton Jn and Ayr	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
153 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.
<u>SUNDAY 28 SEPTEMBER</u>		
153A Bridge Street Jn and Shields Jn	Nos.1 and 2 Branch and Down and Up Main <b>BLOCKED</b>	00 30 to 05 30. Track renewal and loading material. <u>Possession to be given up for passage of 1B99 01 28 (News) Carstairs to Kilmarnock.</u>
154 Smithy Lye	Nos.1 and 2 Sidings <b>BLOCKED</b>	00 30 to 05 00. Track renewal at Points No.388B.
155 Shields Jn and Cardonald Jn	Down and Up <b>BLOCKED</b>	00 30 to 05 00. Track maintenance.
156 Arkleston Jn and Cardonald Jn	Up <b>BLOCKED</b>	00 30 to 05 10. Track maintenance
157 Cardonald	Down and Up	08 00 to 17 00. Signalling work.
158 Paisley and Johnstone	Down and Up <b>BLOCKED</b>	00 00 to 05 45. Track renewal and track maintenance.
159 Johnstone and Lochwinnoch	Down and Up <b>BLOCKED</b>	00 00 to 05 45. Track renewal and track maintenance.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>SUNDAY 28 SEPTEMBER - continued</u>		
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. <u>Possession to be given up for the passage of 1S06 20 38 Euston to Stranraer.</u>
161 Kilkerran LC and Girvan	Single BLOCKED	00 30 to 05 30. Track maintenance. <u>Possession to be given up for the passage of 1S06 20 38 Euston to Stranraer.</u>
162 Barrhill and Glenwhilly	Single <u>Between Trains</u>	07 00 to 16 00. Track renewal.
<u>TUESDAY 30 SEPTEMBER and WEDNESDAY 1 OCTOBER</u>		
163 Bridge Street Jn and Shields Jn	No.1 Branch BLOCKED	00 30 to 05 30 daily. Track renewal at points No.286A.
<u>TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
163A Arkleston Jn and Paisley Gilmour Street	Down and Up BLOCKED	00 15 to 05 30 daily. Loading rails. <u>Isolation of electrical sections EB1(a to g) and EB2(g to m).</u>
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.
<u>WEDNESDAY 1 OCTOBER</u>		
166 Newton Jn and Barassie Jn	Up BLOCKED	00 25 to 05 30. Track maintenance.
<u>WEDNESDAY 1 to FRIDAY 3 OCTOBER</u>		
166A Paisley and Kilwinning Jn	Down and Up BLOCKED (to electric trains)	00 15 to 05 15 daily. Overhead line construction work. <u>Isolation of electrical sections EL1 and 2 and SL3 and 4.</u>
<u>THURSDAY 2 and FRIDAY 3 OCTOBER</u>		
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 )
<u>PAISLEY TO GOUROCK</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
169 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 30. Slip treatment. <u>Isolation of electrical sections GB3 and 4.</u>
170 Langbank and Wemyss Bay Jn	Down and Up BLOCKED	00 45 to 07 30. Track renewal and track maintenance. <u>Isolation of electrical sections GB3 and 4.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

PAISLEY TO GOUROCK - continued  
SUNDAY 28 SEPTEMBER - continued

171 Wemyss Bay Jn and Gourrock	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 sections GB1,2,3 and 4 and GW1.</u>
173 Greenock Central and Gourrock	Down and Up BLOCKED	01 00 to 07 30. Drainage and track renewal. <u>Isolation of electrical sections GG1 and 2.</u>

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>

WEDNESDAY 1 to FRIDAY 3 OCTOBER

176 Gourrock	Platform No.3 BLOCKED	00 30 to 05 30 daily. Stationwork (Gourrock). <u>No EMUs on platform No.3. Isolation of electrical sections GG1 and 2.</u>
--------------	--------------------------	--

WEMYSS BAY JN TO WEMYSS BAY  
SUNDAY 28 SEPTEMBER

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.

WEDNESDAY 1 to FRIDAY 3 OCTOBER

179 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 06 00 daily. Overhead line work. <u>Isolation of electrical sections GW1.</u>
-------------------------------------	----------------	--

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).

SATURDAY 27 SEPTEMBER

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 - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>KILWINNING JN TO LARGS - continued</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
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 Up Goods Single <u>Between Trains</u>	BLOCKED 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 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	Single 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).
<u>TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER</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).
<u>ARDOSSAN SOUTH BEACH TO ARDOSSAN HARBOUR</u>		
<u>WEDNESDAY 1 to FRIDAY 3 OCTOBER</u>		
191A Ardrossan South Beach and Ardrossan Hbr	Single <u>Between Trains</u>	08 00 to 18 00 daily. Overhead line construction work. Crane and mechanical equipment in use.
<u>MOTHERWELL TO PERTH</u>		
<u>SATURDAY 27 SEPTEMBER</u>		
192 Mossend Yard	Up Sidings and Up Reception Lines BLOCKED (to electric trains)	13 30 to 22 30. Overhead line work. <u>Isolation of electrical section ML1(g).</u>
193 Stirling North and Dunblane	Down Up Down	BLOCKED 00 15 to 04 00 ) Tunnel work (Kippenross). <u>Between Trains</u> 00 15 to 06 00 ) <u>Single line working over</u> <u>Between Trains</u> 04 00 to 06 00 ) <u>Up line.</u>
<u>SUNDAY 28 SEPTEMBER</u>		
194 Mossend Yard	Down and Up Main, Down and Up Reception and Up Yard (to electric trains)	BLOCKED 07 30 to 17 00. Overhead line work. <u>Isolation of electrical sections ML1 (b, f, g, l and m) and ML2 (c, d and j to q).</u>
195 Auchterarder	All	07 30 to 17 00. Signalling work.
196 Perth	All	07 30 to 17 00. Signalling work.
197 Blackford LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Loading and unloading material. Crane and mechanical equipment in use.





## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
209 Linlithgow and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 05 00 daily. Earthwork. Crane and mechanical equipment in use.
<u>WEDNESDAY 1 OCTOBER</u>		
210 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 06 00. Track maintenance.
211 Gartshore and Cadder	Down and Up BLOCKED	00 00 to 05 00. Track maintenance.
<u>THURSDAY 2 and FRIDAY 3 OCTOBER</u>		
212 Newbridge Jn and Winchburgh Jn	Down BLOCKED	00 00 to 04 30 daily. Bridgeworks (UB No.15). <u>Single line working over Up line.</u>
213 Cadder West and Cowlairst East Jn	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.
<u>FRIDAY 3 OCTOBER</u>		
214 Queen Street HL and Cowlairst West Jn	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen St HL).
<u>POLMONT JN TO LARBERT JN</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
215 Grangemouth Jn and Swingbridge East LC	Down and Up BLOCKED	00 00 to 08 00. Bridgework (OB No.10).
<u>COWLAIRST TO BELLGROVE</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
216 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>
<u>NEWBRIDGE JN TO BATHGATE</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
217 Newbridge Jn and Cawburn Jn	Down and Up BLOCKED	07 30 to 16 30. Track maintenance and track renewal between 35m460yd and 31m1310yd.
<u>TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
218 Cawburn Jn and Carmondean Jn	Single BLOCKED	00 00 to 06 00 daily. Track renewal.
<u>AIRDRIE TO HELENSBURGH</u>		
<u>UNTIL FURTHER NOTICE</u>		
219 Airdie and Coatdyke	Down <u>Between Trains</u>	08 30 to 16 00 daily. Earthwork.
<u>SATURDAY 27 SEPTEMBER</u>		
220 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>
221 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>AIRDRIE TO HELENSBURGH - continued</u>		
<u>MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
222 Finnieston West Jn and Hyndland Jn	Down and Up	BLOCKED 00 30 to 05 00 daily. Station work (Partick). <u>Possession to be given up for the passage of T71.</u>

WEDNESDAY 1 to FRIDAY 3 OCTOBER

223 Airdrie and Sunnyside Jn	Down and Up	BLOCKED 00 10 to 04 40 daily. Overhead line work. <u>Isolation of electrical sections PA3 and 4.</u>
224 Sunnyside Jn and Shettleston	Down and Up	BLOCKED 00 15 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>

DALREOCH TO BALLOCH  
SATURDAY 27 SEPTEMBER

225 Dalreoch Jn and Balloch	Single	BLOCKED 00 00 to 06 00. Bridgework (OB No.81A). <u>Isolation of electrical section DB1.</u>
--------------------------------	--------	--

SUNDAY 28 SEPTEMBER

226 Balloch	All	08 00 to 16 00. Signalling work.
-------------	-----	----------------------------------

HYNDLAND WEST JN TO DALMUIR PARK (VIA CLYDEBANK)  
SUNDAY 28 SEPTEMBER

227 Clydebank Dock Jn	All	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 wor . <u>Isolation of electrical sections DF5 and 6.</u>
---	-------------	---

CRAIGENDORAN TO FORT WILLIAM  
SATURDAY 27 SEPTEMBER

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

230A Arrochar and Tarbet and Ardlui	Single	BLOCKED 20 30 Mon to Thu to 06 30 Tue to Fri. Track maintenance.
---	--------	---

WEDNESDAY 1 to FRIDAY 3 OCTOBER

231 Crianlarich	Down and Up	Loops BLOCKED 21 00 Wed and Thu to 06 00 Thu and Fri. Station work.
-----------------	-------------	---

FRIDAY 3 OCTOBER

232 Crianlarich	Down and Up	Loops BLOCKED 21 00 to 24 00. (Cont'd in WON No.28). Station work.
-----------------	-------------	--

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
233 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
234 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128 and OB No.136).
235 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork and track maintenance between 33ml10yd and 33mp.
236 Stenton GSP and Drem	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.69) Crane and mechanical equipment in use.
237 Longniddry and Prestonpans	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
238 Monktonhall Jn and Portobello	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.
<u>SATURDAY 27 and SUNDAY 28 SEPTEMBER</u>		
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 31ml320yd.
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 <u>Between Trains</u>	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. <u>Single line working over Down line 09 30 to 16 30.</u>
246 Craigentenny Jn and Abbeyhill Jn	Down and Up BLOCKED	23 45 Sat to 09 15 Sun. Tunnel work (St Margarets) and track maintenance between 0ml340yd and 0mp. <u>Trains diverted via Lochend Jn.</u>
<u>MONDAY 29 SEPTEMBER</u>		
247 Monktonhall Jn and Portobello	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 6m90yd and 3m730yd.
<u>MONDAY 29 SEPTEMBER to WEDNESDAY 1 OCTOBER</u>		
248 Berwick-upon-Tweed and Reston GSP	Down BLOCKED	22 55 Mon and Tue to 03 45 Tue and Wed. Track maintenance between 54ml080yd and 47m310yd. <u>Single line working over Up line.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

TWEEDMOUTH TO EDINBURGH WAVERLEY - continuedTUESDAY 30 SEPTEMBER to THURSDAY 2 OCTOBER

249 Prestonpans and Monktonhall Jn	Down BLOCKED	23 35 Tue and Wed to 01 15 Wed and Thu. Track maintenance between 9m880yd and 6m90yd.
------------------------------------	--------------	---

WEDNESDAY 1 and THURSDAY 2 OCTOBER

250 Monktonhall Jn and Prestonpans	Up BLOCKED	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. <u>Single line working over Down line.</u>
---------------------------------------	------------	--

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)UNTIL FURTHER NOTICE

252 Portobello and Leith South	Single <u>Between Trains</u>	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	All	08 00 to 24 00. Signalling work.
----------------	-----	----------------------------------

MONDAY 29 SEPTEMBER to THURSDAY 2 OCTOBER

255 Millerhill Yard	All <u>Between Trains</u>	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 Portobello	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
-------------------------------------	-----------------------------------	--

257 Millerhill and Niddrie South Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use.
-------------------------------------	-----------------------------------	---

SATURDAY 27 SEPTEMBER

258 Niddrie South Jn and Portobello	Down and Up BLOCKED	12 00 to 18 00. Bridgework (OB No.1).
-------------------------------------	---------------------	---------------------------------------

BILSTON GLEN TO MILLERHILL (GOODS LINE)SUNDAY 28 SEPTEMBER

259 Bilston Glen and Millerhill	Single BLOCKED	07 30 to 16 00. Bridgework (OB No.10).
---------------------------------	----------------	--

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PORTOBELLO TO NIDDRIE WEST (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
260 Portobello and Niddrie West	Single <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
<u>SATURDAY 27 SEPTEMBER</u>		
261 Portobello and Niddrie West	Single <b>BLOCKED</b>	12 00 to 18 00. Bridgework (OB No.1).
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
262 Niddrie South Jn and Haymarket West Jn	Down and Up <b>BLOCKED</b>	09 30 to 16 00. Slip treatment.
<u>CRAIGENTINNY TO ABBEYHILL JN (VIA LOCHEND JN)</u>		
<u>SUNDAY 28 SEPTEMBER</u>		
263 Lochend Jn	Down and Up	09 00 to 16 30. Signalling work.
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
264 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation.
265 Ladybank	Down <u>Between Trains</u>	07 30 to 17 00 daily. Construction work.
266 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
269 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.
<u>SATURDAY 27 and SUNDAY 28 SEPTEMBER</u>		
270 Tay Bridge South Jn and Leuchars	Up <b>BLOCKED</b> Down <b>BLOCKED</b> Down <u>Between Trains</u>	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 <u>Between Trains</u> Down <u>Between Trains</u> Down <b>BLOCKED</b> 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. <u>Single line working over Up line</u> <u>02 30 to 16 30</u> . Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>SATURDAY 27 and SUNDAY 28 SEPTEMBER - continued</u>		
272 Stonehaven and Newtonhill	Down and Up <u>Between Trains</u>	23 00 Sat to 17 00 Sun. Track maintenance between 224m1650yd and 230m1298yd.
<u>SATURDAY 27 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
273 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Drainage and earthwork between 0m462yd and 3m990yd. Mechanical equipment in use.
<u>SUNDAY 28 SEPTEMBER</u>		
274 Dalmeny and Haymarket West Jn	Up <u>Between Trains</u>	00 00 to 08 00. Track maintenance between 9m770yd and 2m620yd.
275 North Queensferry and Dalmeny	Up <u>BLOCKED</u> Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge) <u>Up trains to run over Down line.</u>
276 Inverkeithing East Jn and Burntisland	Down <u>BLOCKED</u> Up <u>BLOCKED</u> Up <u>Between Trains</u>	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. <u>1G35 03 04 (News)</u> <u>Edinburgh to Kirkcaldy, 5G35 04 20 (ECS)</u> <u>Kirkcaldy to Edinburgh, 5T74 05 15 (Sun)</u> <u>Craigentinny to Dundee diverted via Cowdenbeath.</u> <u>Single line working over Up line 06 00 to 16 30.</u>
277 Burntisland and Seafield Shunting Frame	Down and Up <u>BLOCKED</u> Up <u>Between Trains</u> Down <u>Between Trains</u>	00 00 to 06 00 ) Drainage and track maintenance 06 00 to 16 30 ) between 20m880yd and 22m440yd. 06 00 to 08 30 ) <u>1G35 03 04 (News) Edinburgh to</u> <u>Kirkcaldy, 5G41 04 20 (ECS) Kirkcaldy to</u> <u>Edinburgh, 5T74 05 15 (Sun) Craigentinny to</u> <u>Dundee diverted via Cowdenbeath.</u>
278 Ladybank	All <u>Between Trains</u>	00 00 to 06 30. Signalling work.
279 Ladybank and Cupar	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Track maintenance between 39m220yd and 44m1100yd.
280 Cupar and Leuchars	Down and Up <u>Between Trains</u>	07 30 to 16 30. Loading material.
281 Leuchars and Tay Bridge South	Down and Up <u>Between Trains</u>	07 30 to 16 30. Loading material.
282 Dundee Central Jn	All	07 30 to 17 00. Signalling work.
283 Broughty Ferry LC and Carnoustie LC	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 3m990yd and 10m638yd.
284 Usan and Montrose South	Single <u>Between Trains</u>	08 00 to 17 30. Loading material between 28m880yd and 30m814yd.
285 Arbroath	All	07 30 to 17 00. Signalling work.
286 Inverkeilor	All	07 30 to 17 00. Signalling work.
287 Newtonhill and Aberdeen	All	07 30 to 17 00. Signalling work.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)</u>		
<u>SATURDAY 27 SEPTEMBER</u>		
297 Clunybridge and Cowdenbeath	Up BLOCKED	00 30 to 05 00. Bridgework (UB No.12).
<u>SUNDAY 28 SEPTEMBER</u>		
298 Halbeath LC and Cowdenbeath	Down and Up BLOCKED	09 30 to 24 00. Bridgework (OB No.24).
299 Cowdenbeath and Clunybridge	Down and Up BLOCKED	09 30 to 18 00. Bridgework (UB No.17).
<u>TUESDAY 30 SEPTEMBER</u>		
300 Clunybridge and Cowdenbeath	Up BLOCKED	00 30 to 05 00. Bridgework (UB No.17).
<u>TUESDAY 30 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
301 Cowdenbeath and Halbeath LC	Up BLOCKED <u>Down Between trains</u>	00 00 to 06 00 daily. Bridgework (OB No.24).
<u>PERTH TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
302 Dunkeld and Pitlochry	Single <u>Between trains</u>	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.
303 Pitlochry and Blair Atholl LC	Single <u>Between trains</u>	00 00 to 19 00 daily. Tunnelwork (Killiecrankie), rock blasting and work at lineside between 30m1210yd and 31m616yd. Crane and mechanical equipment in use.
304 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between trains</u>	08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside between 35m132yd and 58m1188yd. Crane and mechanical equipment in use.
305 Culloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 27 and SUNDAY 28 SEPTEMBER</u>		
306 Dalwhinnie and Kingussie LC	Single <u>Between Trains</u>	22 00 Sat to 07 00 Sun. Track maintenance between 58m1188yd and 71m1056yd.
307 Kingussie LC and Kinraig Loop	Single BLOCKED	22 00 Sat to 18 00 Sun. Track renewal, track maintenance and loading rails between 73m390yd and 73m990yd. <u>Possession to be given up for the passage of booked services.</u> Crane in use.
308 Moy Loop and Culloden Moor	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Work at lineside, track renewal and track maintenance between 103m440yd and 111m660yd.





## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

PERTH TO INVERNESS - continuedMONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER - continued

323 Millburn Jn and Inverness	Down and Up and Single <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 35m132yd and 58m1188yd.
---------------------------------------	--------------------------------------	---

PERTH TO DUNDEE CENTRAL JNUNTIL FURTHER NOTICE

326 Perth and Barnhill	Single <u>Between trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
327 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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 <u>Between Trains</u>	08 00 to 17 00. Work at lineside and track renewal between 20m1408yd and 19m1518yd.
330 Barnhill and Errol LC	Down and Up <u>Between trains</u>	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	All	07 30 to 17 00. Signalling work.

SUNDAY 28 SEPTEMBER to FRIDAY 3 OCTOBER

332 Errol LC and Longforgan	Down and Up <u>Between trains</u>	08 00 to 16 00 daily. Work at lineside and track renewal between 10m990yd and 5m1210yd. Mechanical equipment in use.
333 Longforgan and Dundee Central Jn	All <u>Between trains</u>	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 <u>Between trains</u>	08 00 to 16 00 daily. Track renewal at 14m462yd. Mechanical equipment in use.
------------------------------	--------------------------------------	---

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>ABERDEEN TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
335 Huntly and Keith	Single <u>Between trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
336 Forres and Nairn	Single <u>Between trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
337 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 27 and SUNDAY 28 SEPTEMBER</u>		
338 Millburn Jn and Welsh's Bridge	Down and Up Forres Lines <u>BLOCKED</u> Down and Up Aviemore Lines and Single <u>Between Trains</u> Down and Up Forres Lines and Down and Up Aviemore and Single <u>Between Trains</u>	21 00 Sat to 08 40 Sun ) Signalling work, track renewal, track maintenance, earthwork and work at lineside. ) Crane and mechanical equipment in use. ) 08 40 to 24 00 Sun ) ) ) )
339 Welsh's Bridge and Inverness	Single <u>Between Trains</u>	21 00 Sat to 24 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
<u>SUNDAY 28 SEPTEMBER</u>		
340 Aberdeen and Dyce Jn	All <u>Between Trains</u>	07 30 to 17 00. Signalling work and bridgework (OB No.26).
341 Dyce Jn and Inverurie	Single <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.43).
342 Inch LC and Kennethmont	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 27m1034yd and 32m1562yd.
343 Keith Jn and Elgin	Single <u>Between trains</u>	08 00 to 17 00. Track renewal and track maintenance between 28m320yd and 28m1640yd.
344 Forres and Nairn	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 0m330yd and 128m1584yd and signalling work at Brodie LC (AHB).
345 Nairn and Millburn Jn	All	08 00 to 18 00. Signalling work.
<u>SUNDAY 28 and MONDAY 29 SEPTEMBER</u>		
346 Aberdeen and Dyce Jn	Single <u>Between Trains</u>	22 00 Sun to 06 00 Mon. Track maintenance between 0m330yd and 6m242yd.
<u>MONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
347 Dyce Jn and Inverurie	Single <u>Between Trains</u>	22 00 Mon to Thu to 06 00 Tue to Fri. Track maintenance between 6m242yd and 16m1738yd.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

ABERDEEN TO INVERNESS - continuedMONDAY 29 SEPTEMBER to FRIDAY 3 OCTOBER - continued

348 Keith and Elgin	Single <u>Between Trains</u>	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 <u>Between Trains</u>	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

350 Inverness and Lentrán	All	07 30 to 17 00 daily. Signalling work.
351 Dingwall and Invergordon	Single <u>Between trains</u>	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 <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
353 Fearn Station	Single <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
354 Tain Station	Down and Up <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
355 Dunrobin Station	Single <u>Between train.</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.

SATURDAY 27 to MONDAY 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 SEPTEMBER to FRIDAY 3 OCTOBER

357 Inverness Station	All <u>Between trains</u>	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 <u>Between Trains</u>	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 Lentrán	All	07 30 to 17 00. Signalling work.
360 Muir of Ord and Dingwall	Single <u>Between Trains</u>	08 30 to 17 00. Bridgework (UB No.41). Mechanical equipment in use.
361 Tain and Ardgay	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 44m506yd and 66m1716yd. Mechanical equipment in use.
362 Lairg and Rogart	Single <u>Between Trains</u>	08 00 to 17 00. Bridgework at (UB No.198) and signalling work at Lairg LC (AOCL). Mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK - continued</u>		
<u>SUNDAY 28 SEPTEMBER to FRIDAY 3 OCTOBER</u>		
363 Clachnaharry and Lentrán	All	07 30 to 17 00 daily. Signalling work at Bunchrew LC (AOCL).
364 Dingwall and Alness	All	07 30 to 17 00 daily. Signalling work at Foulis LC (RG).
365 Lairg and Rogart	All	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 Scots Calder and Halkirk LC (AOCL)	All	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 LOCHALSH  
UNTIL FURTHER NOTICE

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

SUNDAY 28 SEPTEMBER to FRIDAY 3 OCTOBER

371 Dingwall and Garve	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB Nos.32 and 33). Crane and mechanical equipment in use.
373 Achnasheen and Strathcarron	Single <u>Between Trains</u>	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 <u>Between Trains</u>	07 30 to 18 00 daily. Bridgework (UB Nos.130, 135, 146 and 153). Track renewal between 45m1672yd and 63m946yd and signalling work at Strathcarron LC (AOCL). Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

GEORGEMAS JN TO THURSOSUNDAY 28 SEPTEMBER to FRIDAY 3 OCTOBER

375 Georgemas Jn and Thurso	All	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 C1

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 Aviemore 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 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 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 Aviemore lines only.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 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

- ◇37 - 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.
- ◇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 35m1630yd and 36 $\frac{1}{2}$ mp and between 36m1080yd and 37m1540yd. (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:-

Signal	Aspect	Route Indication where provided	Application 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
H518	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 C7 have been brought into use.

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

RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application To or Towards
<u>UP MAIN</u>			
+ CD72	Main	-	CD71
	Position Light	-	Reception line or Reception/Departure line
<u>DOWN MAIN</u>			
CD62	Main	-	CD63
	Position Light	-	Yard or Washer Line
x CD74	Main	-	CD82
	Position Light	-	Reception line or Reception/Departure line
CD82	Main	Position 1 Junction Indicator	CD70
<u>YARD</u>			
CD80	Main	-	CD70
	Position Light	-	East Headshunt
<u>WASHER LINE</u>			
CD81	Main	-	CD70
	Position Light	-	East Headshunt
<u>RECEPTION/DEPARTURE LINE</u>			
CD83	Main	-	CD64
<u>HEADSHUNT/DEPARTURE LINE</u>			
CD84	Main	-	CD64
<u>RECEPTION LINE</u>			
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.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCLYDEBANK DOCK JN - continuedPOSITION LIGHT SIGNALS

Signal	Route Indication where provided	From	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.

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)

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 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.

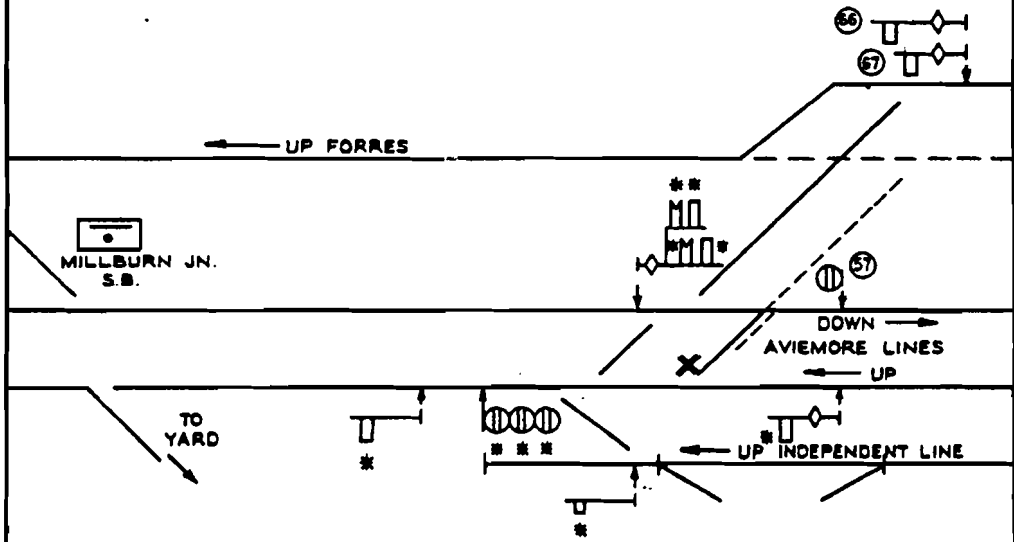
The area previously designated South Down Reception sidings is now known as the Electrification Depot.

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'. (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)

INVERNESS RESIGNALLING  
(STAGE 6)






EXPLANATION OF SYMBOLS.

SEMAPHORE SIGNALS

 — DISTANT

STOP

 — FULL ARM  
 — SMALL ARM  
 — DIAMOND SIGN

 — GROUND DISC.

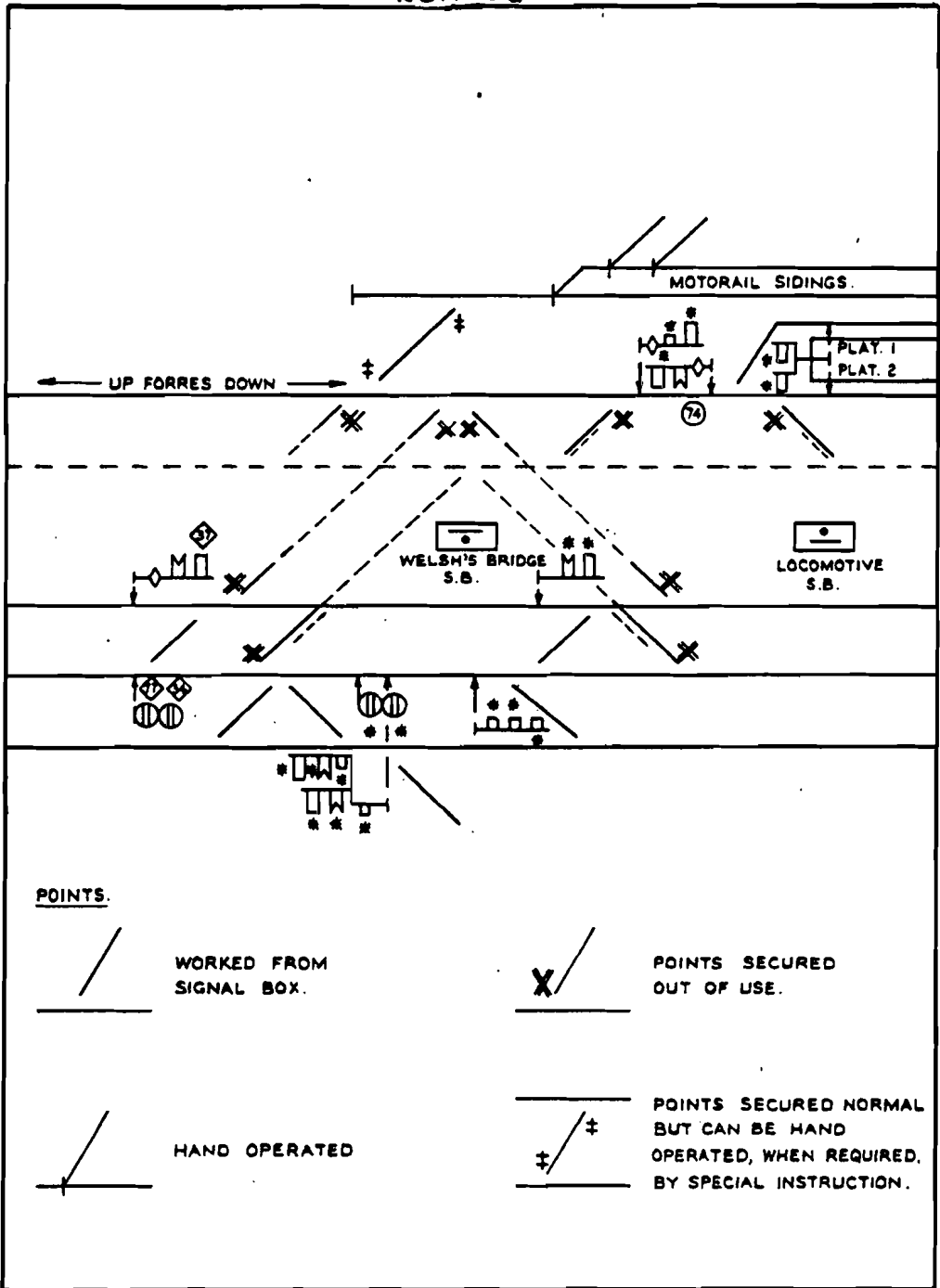
MISCELLANEOUS

\* — EXISTING SIGNAL

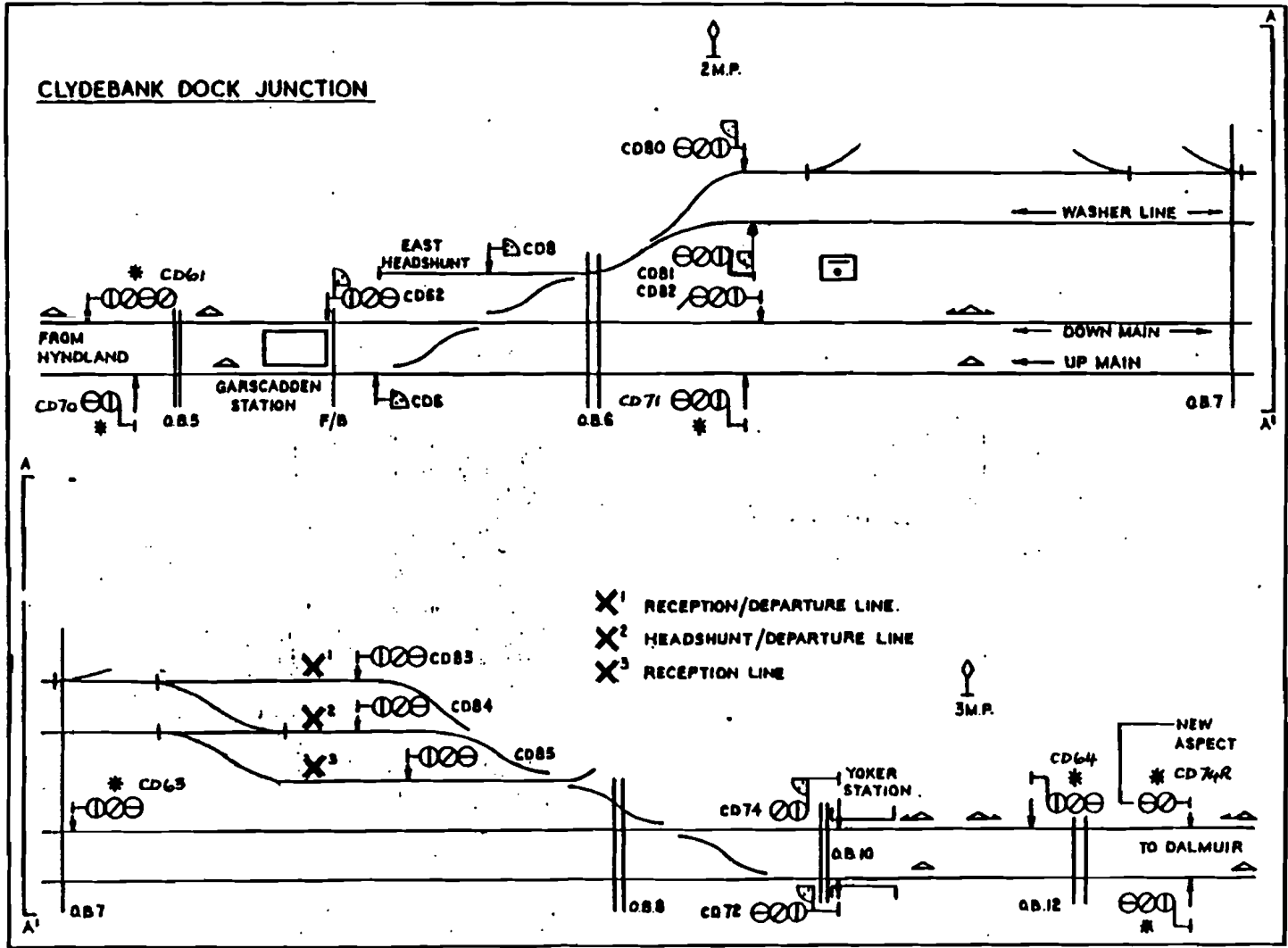
⊙ — SIGNAL OPERATED FROM MILLBURN

◇ — SIGNAL OPERATED FROM WELSH'S BRIDGE

----- TRACK OUT OF USE



CLYDEBANK DOCK JUNCTION



- X<sup>1</sup> RECEPTION/DEPARTURE LINE.
- X<sup>2</sup> HEADSHUNT/DEPARTURE LINE
- X<sup>3</sup> RECEPTION LINE

MON-7

## EXPLANATION OF SYMBOLS.

### COLOUR LIGHT SIGNALS.

#### 2 ASPECT SIGNAL.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED OR GREEN  
ASPECT.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED OR YELLOW  
ASPECT.



CAPABLE OF  
DISPLAYING  
YELLOW OR  
GREEN ASPECT.

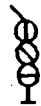
#### 3 ASPECT SIGNAL



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED, YELLOW  
OR GREEN  
ASPECT.

#### ROUTE INDICATOR



JUNCTION TYPE

RULE BOOK - SECTION 'C'

#### SUBSIDIARY SIGNAL.



POSITION LIGHT  
(NORMALLY OUT)  
PROCEED ASPECT:-  
TWO WHITE  
LIGHTS AT 45°

#### 4 ASPECT SIGNAL



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED, 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



CONTROLLED



HAND POINTS



SPRING POINTS

#### MISCELLANEOUS



MILE POST



EXISTING SIGNAL.



A.W.S.



A.W.S. - OPERATIONAL IN DIRECTION  
OF ARROW



A.W.S. - OPERATIONAL IN BOTH DIRECTIONS

905-C8

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

WORKING MANUAL FOR RAIL STAFFPART 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:-  
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 x 20 = 38 Loads (MPF/491/CA) (29.9.86)

GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIXSECTION 1 - TABLE A - DETAILS OF RUNNING LINES

List of lines in sequence used throughout the book

Page number  
relating  
Table APage 3Delete :- Cowlairs to Port Dundas (Goods Line) entry.

(28/6/86)

Page 12Amend 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

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 14					
<u>CARLISLE TO GLASGOW CENTRAL</u>					
Between Carlisle South Jn (CE) and Caldew Jn (incl) Amend to read:-					
	Carlisle South Jn (CE)	68 1610			
	<u>Carlisle</u>	69 200			
	Carlisle North Jn	0 420	20		<u>All lines and connections</u> <u>0½mp and 68m1340yd.</u>
			60	60	<u>0½mp and 0m1280yd</u>
	Caldew Jn	0 1170 ( 2 220 Goods line)	30		<u>Main to Goods line</u>
Pages 19 and 20					
Between Cleghorn LC (AHB) and Garriongill (incl) Amend to read:-					
	Cleghorn LC (AHB)	76 530	90	90	<u>77m260yd and 78m620yd</u> <u>78m620yd and 79m290yd</u> <u>79m290yd and 81½mp</u> <u>81½mp and 84mp</u>
			95		<u>81m510yd and 78m620yd</u>
			100		
			90		
	<u>Carlisle</u>	81 1650	95		
		80		<u>84mp and 84m570yd</u> <u>84mp and 81m510yd</u>	
			90		CW Up 84m70yd

AWS inductors not provided at Carlisle Station platform signals.

Amended (6/9/86)

MON-D3

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 19 and 20 - Amend - continued</u>					
	Law Jn (see page 31)	84 150	15	40	Over DPL Entering over and leaving UPL Through jn to Holytown line 84m570yd and 84m.p.
			50	80	84m570yd and 84m970yd
			70	70	84m970yd and 84m1430yd
			60	60	
	Garriongill Jn (see page 27)	84 1300			
<u>Page 28</u>					
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>					
<u>Delete : Camps LC and relevant information.</u>					
<u>Page 29</u>					
<u>MIDCALDER JN TO HOLYTOWN JN</u>					
Between Addiewell and Fauldhouse North					
<u>Amend:-</u>					
<u>to read:-</u>					
<u>Page 30</u>					
<u>Between Benhar Jn and Carfin</u>					
<u>Delete:</u>					
<u>Page 31</u>					
<u>LAW JN TO UDDINGSTON JN</u>					
<u>Between Law Jn and Wishaw Central</u>					
<u>Delete:</u>					
<u>Amend:</u>					
<u>to read:</u>					
<u>Add:-</u>					
	OHNS	84 510			

DPL 1915f (580m)

UPL 2290f (695m)

(27/9/86)

(23/8/86)

(23/8/86)


(18/8/86)

(27/9/86)

(21/6/86)

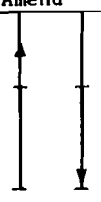
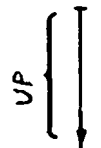

110-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
Page 32	<u>LAW JN TO UDDINGSTON JN</u> Delete:-				CW Up, 0m130yd (20/4/86)
Page 35	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> <u>Between Rutherglen and Rutherglen North Jn</u> Add:-	Rutherglen Footpath LC (RG) 0 506			(6/9/86)
Page 36	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> Amend:- to read:-	<u>Finnieston</u> 4 70 <u>Exhibition Centre</u> 4 70			(21/6/86)
Page 37	<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u> Add:-	Rutherglen Footpath LC (RG) 0 467			(6/9/86)
Page 38	<u>LARKFIELD JN TO SHIELDS JN</u> Amend table to read :-				
		Larkfield Jn 101 20 (See pages 25 and 47) West St tunnel 101 350 (110 yards) to 101 460 OHNS 101 530	<u>30</u> <u>25</u>	<u>30</u> <u>25</u> 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.

MON-DS

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks		
				Down mph	Up mph		At or between	
<u>Page 38 - Amend - continued</u>								
	Terminus Jn (See below and page 48)	101	1080		15	Through jn to Muirhouse Jn.	CW. Up 187 yards after passing Sig G.708.  (3/5/86)	
	Shields Jn (See below and page 50)	102	330		25	Through jn.		
<u>SHIELDS JN TO TERMINUS JN (UP THROUGH SDG) GOODS LINE</u>								
Amend table to read :-								
<u>SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)</u>								
	Shields (See above and page 50)	1	684		5	MAXIMUM PERMISSIBLE SPEED	Line in this table is controlled from Glasgow Central.  Amended (7/6/86)	
			1	110				
	Terminus Jn (See above and pages 39 and 48).	102	0	101	20			
<u>Page 40</u>								
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>								
Between Dumfries South (DS) and Holywood LC								
Amend to read:-								
	Dumfries South (DS)	92	1010		60	92m700yd and 93m1120yd.	(3/8/86)	
					45	Over curve, 92m700yd and 92mp		
	Dumfries Stn. (D) (See page 44)	91	1300		30	30		Through stn. on main lines 92mp to 91½mp
	Holywood LC	88	680					

MON-06

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 41</u>					
					<u>Delete</u> :- Barony Jn., dots signifying block post and all associated information. (27/5/86)
<u>Page 41</u>					
					<u>GREтна JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>
					<u>Between Mauchline and Hurlford</u>
					<u>Amend</u> :-
			<u>65</u>	<u>35m1630yd and 36<math>\frac{1}{2}</math>mp</u>	
			<u>40</u>	<u>40 36<math>\frac{1}{2}</math>mp and 36m1080yd</u>	
			<u>65</u>	<u>36m1080yd and 37m1540yd.</u>	
					<u>to read</u> :-
			<u>65</u>	<u>65 35m1630yd and 36<math>\frac{1}{2}</math>mp</u>	
			<u>40</u>	<u>40 36<math>\frac{1}{2}</math>mp and 36m1080yd</u>	
			<u>65</u>	<u>65 36m1080yd and 37m1540yd</u>	(21/9/86)
<u>Page 44</u>					
					<u>Delete</u> :- <u>BARONY JN TO BARONY COLLIERY (GOODS LINE)</u> table. (27/5/86)

NON-D7

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Page 47	<u>KILMARNOCK TO BARASSIE</u> Amend:- Gatehead LC					
	to read:- Gatehead LC (AHB)	2 1320			(29/6/86)	
	Amend:- <u>Shewalton Moss GF (incl) to Barassie</u> to read:-					
	Shewalton Moss GF (S) (See below and Local Instructions Page 26	5 1540	40	40	5m1320yd and 5m1540yd	Controlled from Paisley.
	Barassie (See Page 53)	7 1230	30	30	Over curve and through jn 7mp and 7m1230yd.	Amended (25/5/86)
Page 50	<u>BRIDGE STREET JN TO STRANRAER</u> Amend 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED entries to read:-					
	Between Bridge St Jn and 19m1390yd at Glengarnock		75	75	MAXIMUM PERMISSIBLE SPEED	
	Between Elderslie and Bogside		40	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION.	
	Between 19m1390yd at Glengarnock and 39m20yd at Falkland		90	90	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN ELECTRIC TRAINS	
	Between 19m1390yd at Glengarnock and 39m20yd at Falkland		75	75	MAXIMUM PERMISSIBLE SPEED FOR ELECTRIC TRAINS	
	Between 39m20yd at Falkland and 0mp at Girvan		60	60	MAXIMUM PERMISSIBLE SPEED	(28/9/86)
	Amend item in Remarks column at bottom of page to read:-					"All lines between <u>Hillington East and Dalrymple Jn (incl)</u> are controlled from Paisley. Amended (1/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks		
			Down mph	Up mph			
Pages 51 - 54							
<u>Amend Arkleston Jn (incl) to Dalrymple Jn to read:</u>							
	Arkleston Jn	5 920	<u>30</u>		Entering, over and leaving Down goods loop	DGL 3300f (1005m)	
				<u>40</u>	<u>40</u>	Entering, over and leaving Up goods loop	UGL 2710f (825m) (bi-directional)
				<u>45</u>	<u>45</u>	6mp and 7mp	
	Paisley (P)	6 660		<u>35</u>	<u>35</u>	Between Ayr lines and Gourock lines	
	<u>Paisley Gilmour St</u> (see page 57)	6 1010 6 1170 6 1610					
		8 1080	<u>40</u> <u>40</u>	<u>40</u>	Through facing crossover Entering over, and leaving Up passenger loop	UPL 1285f (390m) (bi-directional)	
	Elderslie	9 70					
	<u>Johnstone</u>	9 970 10 200 15 530	<u>40</u> <u>40</u>	<u>40</u>	Through Main line crossover Through Lochwinnoch crossovers		
	<u>Lochwinnoch</u>	15 1250					
	OHNS	15 1550					

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
Pages 51 - 54 - Amend	- continued				
	<u>Glengarnock</u>	19 1390	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	UGL 865f (260m) (bi-directional)
		20 1390	<u>40</u>	<u>40</u> <u>Through Main line facing crossover.</u>	
			<u>40</u>	<u>40</u> <u>Entering over and leaving Down Passenger Loop.</u>	(bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150			
	Brownhill	21 620			
	Swinlees (Roche)	21 840	<u>40</u>	<u>40</u> <u>Entering over and leaving Up Passenger Loop.</u>	UPL2290f (695m) (bi-directional)
		21 1630	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	
	<u>Dalry</u>	22 920			
	Kilwinning Jn (See page 61)	25 1560	<u>40</u>	<u>40</u> <u>Through jn to Ardrossan.</u> <u>25</u> <u>Entering over and leaving Up Goods Loop.</u>	UGL 1365f (415m) DRS 1054f (320m).
	<u>Kilwinning</u>	26 0	<u>40</u>	<u>40</u> <u>Through trailing crossover.</u>	
	Byrehill Jn (See page 63)	26 1540		<u>25</u> <u>Through jn to Dubbs Jn.</u>	
	Bogside (see page 64)	27 1560	<u>40</u>	<u>10</u> <u>To Snodgrass branch.</u> <u>40</u> <u>Through Main line trailing crossover.</u>	



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51 - 54 - Amend	- continued				
	<u>Irvine</u>	29 620			
	Gailes LC (AHB-X)	31 370	X40	X40	Approaching level crossing in wrong direction.
			40	40	Over Main line trailing crossover.
			60	75	32m1610yd and 0m370yd.
	<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.
	Up main signal PB286	0 1630			
			75	40	Entering, over and leaving UGL
			60	75	0m370yd and 0m950yd
			75	60	Over curves, 0m950yd and 1m570yd
			75	75	1m570yd and 35m200yd (total distance 1610yd)
	<u>Troon</u>	1 350			
		1 1100			
		2 330			
		35 110			
	Monkton Siding GF (S)	36 620			
	<u>Prestwick</u>	37 750			
	Falkland	38 1610			
			50	50	39m20yd and 40m290yd
					DPL 1180f (355m)
					UGL 1305f(395m)
					DGL 760f (230m)

MON-D11

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Pages 51-54 - Amend - continued</u>					
	<u>Newton-on-Ayr</u>	39 730			
	Newton Jn (See page 64)	39 880	10	<u>Through jn to Ayr Harbour Jn.</u>	
	OHNS	39 900	20	<u>Through jn to Killoch branch</u>	
	Down Ayr Signal PA340	39 970	40	40 <u>40m290yd and 40m680yd</u>	
			40	25 <u>40m680yd and 40m920yd</u>	
	<u>Ayr</u>	40 1080	50	50 <u>40m920yd and 40m1740yd</u>	
	Belmont LC (CCTV)	40 1360 41 990	30 45	<u>Through crossover.</u> <u>Through crossover.</u>	
Dalrymple Jn (See page 65)	43 1170	20	<u>Through jn to Benbane branch</u>		
<u>Page 55</u>					
	<u>Between Girvan and Pinwherry</u>				
	<u>Amend:-</u>		20	20 <u>Bridge No.9, 1m680yd and 1m730yd.</u>	
	to read:-		45	45 <u>Bridge No.9, 1m680yd and 1m730yd.</u>	
					Amended (28/9/86)
					(1/9/86)

NON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Pages 61 and 62						
Amend:- <u>KILWINNING JN TO LARGS</u> table to read:-						
	Kilwinning Jn (See Page 53)	25 1540	60	60	MAXIMUM PERMISSIBLE SPEED	The lines between Kilwinning Jn and Hunterston (excl) are controlled from Paisley SC.            DGL 1515f (460m)
			40	25	Through jn. <u>Entering over and leaving Up Goods Loop.</u>	
	Kilwinning	26 0	40	40	25m1560yd and 26m150yd	
	Dubbs Jn (See Page 63)	26 1500	40	40	Through facing crossover.	
			25	25	Through Jn to Byrehill Jn.	
			40	40	Through trailing crossover. <u>Entering Down Goods loop.</u>	
	Stevenston (See Page 62)	28 550	40	40		
	Stevenston LC	28 680				
	Saltcoats	29 1210	50	50	29m730yd and 29m1690yd	
		30 160	50	50	Through connection to Up Largs.	
	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	25 50	25 50	Through jn to Ardrossan Harbour. <u>30m1060yd and 31mp.</u>	
	West Kilbride Hunterston (H) (See Page 63)	35 220 36 1140		25	Over connection Single line <u>to Up Freight.</u>	
Fairlie High Sdg GF (S)	38 1650				All lines between Hunterston and Largs are controlled from Hunterston.	

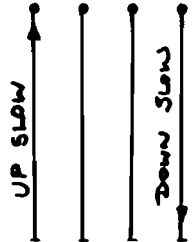
NON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 61 and 62 - Amend - continued</u>					
↓	<u>Fairlie High</u>	39 20			
	<u>Fairlie Tunnel</u> (990 yards)	39 260 to 39 1250			
	Admiralty Sdg GF (S)	39 1300	50 40	50 40	<u>40m660yd and 40m1540yd</u> <u>41m660yd and Larga Stn.</u>
	<u>Larga</u>	42 150			(Amended 28/9/86)
<u>Page 62</u>					
<u>Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-</u>					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
↓	Misk	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED
↓	Stevenston (See Page 61)	0 0			Controlled from Paisley SC.  (14/9/86)
<u>Page 63</u>					
<u>Add:-</u>					
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
See General Instructions Page 21 0 ↓ T	<u>Ardrossan Sth Beach</u> (See Page 61)	30 840	25	25	MAXIMUM PERMISSIBLE SPEED
		30 1030			Controlled from Paisley SC.  No Train Staff.
	Princes St LC (GCTV)	31 150			Controlled from Ardrossan Hbr LC
	Ardrossan Hbr LC	31 620			
	<u>Ardrossan Hbr</u>	31 840			(14/9/86)

MON-D14

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 64	<u>AYR HARBOUR TO NEWTON JN (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley (1/6/86)
	<u>NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley 1/6/86
Page 65	<u>DALRYMPLE JN TO BENBANE (GOODS LINE)</u> Amend reference in Remarks column to			"Ayr" to read "Paisley"	(1/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Linlithgow Engineer's Sdg Amend:- GSP (S) to read:- GF (S)				(21/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Bo'ness Add:- DPL 970f (295m) to remarks column.				(6/9/86)
Page 79	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Amend : Cadder (East end) to Cadder (West end) to read:-				
		Cadder (East end) (CR)	5 880	<u>15</u>	<u>Entering Down slow line.</u>
				<u>30</u>	<u>Over and leaving Down slow line.</u>
		Cadder (West end)	4 1010	<u>30</u>	<u>Entering, over and leaving Up slow line</u>
					All lines between Cadder (West end) (incl.) and Queen St are controlled from Cowlsairs. (23/8/86)

MON-D15

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 80	<u>EDINBURGH TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> <u>Amend Cowlairs West Jn to Queen St High Level to read:-</u>				
	Cowlairs West Jn (see page 90 for West Curve line and page 79 for Springburn line)	1 1470	<u>15</u>	<u>20</u>	<u>Through in to Maryhill Park</u> <u>Through in, main passenger line to Springburn</u>
			<u>40</u>	<u>40</u>	<u>Through facing crossover</u> <u>Through trailing crossover</u> <u>Entering and leaving Down</u> <u>Passenger loop East end</u>
			<u>50</u>		
			<u>20</u>		
			<u>40</u>	<u>40</u>	<u>1m660yd and Queen St High Level tunnel Down direction</u>
		<u>20</u>		<u>Entering and leaving Down</u> <u>Passenger loop and Down</u> <u>departure line West end</u>	
		1 330	40	40	<u>Through facing crossover</u>
	Queen St High Level tunnel (990 yards)	0 1320	<u>20</u>	<u>20</u>	<u>Through tunnel Down direction</u>
		0 330			
	<u>Queen St High Level</u>	0 00	<u>50</u>	<u>50</u>	<u>0mp to 2<math>\frac{1}{2}</math>mp Up direction</u>
Page 80	<u>Delete:- COWLAIRS TO PORT DUNDAS (GOODS LINE) table</u>				(28/6/86)

DPL 735f (225m)

MON-D16

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<b>Page 81</b>						
<u>POLMONT JN TO LARBERT JN</u> <u>Amend:-</u> to read:-  <u>Add:-</u> <u>Delete:-</u>  <u>Add:-</u>	Between Polmont Jn and 24m120yd		50	50	MAXIMUM PERMISSIBLE SPEED	
			60	60	MAXIMUM PERMISSIBLE SPEED	
	Between 24m120yd and Larbert Jn		50	50	MAXIMUM PERMISSIBLE SPEED	
			50	50	21m440yd and 21½mp.	
			40	40	Over curves 22½mp and 23m220yd.	
		55	55	Over curves 22m530yd and 22m1210yd.		
			50	50	23m1340yd and 23m1600yd. (23/8/86)	
<b>Page 92</b>						
<u>HYNDLAND NORTH JN TO HYNDLAND WEST JN</u> Hyndland West Jn <u>Add:-</u>					S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)	
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u> Hyndland West Jn <u>Add:-</u>  Clydebank Dock Jn <u>Add:-</u>			30		S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)	
				30	Through east end main line trailing crossover.	
					30 Through west end main line facing crossover. (14/9/86)	
<b>Page 94</b>						
<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u> <u>To read:-</u> <u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>	Clydebank Central Jn (See page 93)		5	5	MAXIMUM PERMISSIBLE SPEED	
			0	90		
		109	110			
	Old Kilpatrick	111	570			Controlled from Clydebank Dock Jn  Only one train may be allowed on the line at a time (30/8/86)

NON-D17

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 95</u> CRAIGENDORAN JN TO FORT WILLIAM <u>Delete note in Remarks column.</u>					(5/7/86)
<u>Page 99</u> CRIANLARICH TO OBAN <u>Delete note in Remarks column.</u>					(5/7/86)
<u>Page 100</u> MALLAIG JN TO MALLAIG <u>Amend note in Remarks column to read :-</u>					The line between Mallaig Jn and Annat in both directions is not AWS fitted. (5/7/86)
<u>Page 101</u> MALLAIG JN TO MALLAIG Morar LC (AOCL)  <u>Delete:- note in remarks column</u>		36 1230			(21/9/86)
<u>Page 102</u> <u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u> <u>Amend :- 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED entries to read :-</u> BETWEEN TWEEDMOUTH AND BERWICK <u>125</u> <u>125</u> MAXIMUM PERMISSIBLE SPEED BETWEEN BERWICK AND 69MP <u>100</u> <u>100</u> MAXIMUM PERMISSIBLE SPEED BETWEEN 69MP AND 52M790YD <u>90</u> <u>90</u> MAXIMUM PERMISSIBLE SPEED <u>Between Tweedmouth and Berwick-upon-Tweed</u>  <u>Tweedmouth (T)</u> <u>Add:- mileage</u>  <u>Amend last catch points entry in Remarks column to read :-</u>  <u>Add in Remarks column :-</u> <u>Berwick-upon-Tweed</u> <u>Add:- mileage</u>		65 1720			(13/9/86)  CW. Connection from Down Goods loop (north end) to Down Main line.  The Down line through Berwick Station is worked in both directions. (13/9/86)
		67 00			(13/9/86)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks		
			Down mph	Up mph			
<p><u>Page 103</u>  <u>Amend :-</u>    to read :-    <u>Add:-</u></p>	<p>Torness Siding GSP (S)</p>	<p>32 1690</p>	<p><u>90</u> <u>80</u></p>	<p><u>90</u> <u>80</u></p>	<p>67m1520yd and 69mp.  69mp and 69m1450yd.</p>	<p>(19/5/86)    (15/6/86)</p>	
<p><u>Pages 119 and 120</u>  HAYMARKET WEST JN TO ABERDEEN  Between Usan and Montrose South    <u>Add: T to Signalling System Column</u>  (This amends the item published in WON No.21)</p>			<p><u>95</u> <u>90</u></p>	<p><u>90</u> <u>80</u></p>	<p>67m1520yd and 69mp.  69mp and 69m1450yd.</p>		<p>(19/5/86)</p>
<p><u>Page 130</u>  <u>PERTH TO INVERNESS</u>  <u>Amend:-</u>    To read:-</p>			<p><u>85</u> <u>85</u></p>	<p><u>85</u> <u>85</u></p>	<p>69m1450yd and 53m750yd.</p>		<p>(15/6/86)</p>
<p><u>Page 130</u>  <u>PERTH TO INVERNESS</u>  <u>Amend:-</u>    To read:-</p>			<p><u>65</u> <u>60</u></p>	<p><u>65</u> <u>60</u></p>	<p>20m510yd and 21m900yd  Over curves, 23m1430yd and  23m1650yd</p>	<p>(19/4/86)</p>	
<p><u>Page 133</u>  <u>Delete</u></p>	<p><u>/T/</u> <u>/T/</u></p>	<p>65 880  68 1450</p>	<p><u>65</u> <u>60</u></p>	<p><u>65</u> <u>60</u></p>	<p>20m510yd and 21m1030yd  Over curves, 23m1340yd and  23m1650yd</p>		<p>(19/4/86)</p>
<p><u>Page 133</u>  <u>Delete</u></p>	<p><u>/T/</u> <u>/T/</u></p>	<p>65 880  68 1450</p>				<p>(21/6/86)</p>	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Pages 134 and 135						
Amend Between Culloden Moor and Inverness to read:						
	Culloden Moor	111 660		40	<u>Up line to single line</u>	
	<u>/T/</u>	114 880		55	55	<u>Over curves, 116m120yd and 117m310yd</u>
				40	40	<u>117m310yd and 117m380yd</u>
				15	15	<u>117m380yd and 118m70yd</u>
	Millburn Jn (see page 141)	117 440				
	Welsh's Bridge (see pages 141 and 143)	117 1230				
Locomotive	117 1470					
<u>Inverness</u>	118 70					
Page 135						
<u>PERTH TO DUNDEE CENTRAL JN</u>						
Amend between Perth and Jn with single line to read:-						
	Perth (P) (see pages 71 and 129)	21 20		20	<u>Through connection, Dundee Loop line to main line immediately in advance of Sig P46.</u>	
	<u>Perth</u>	20 1410				
	Jn with single line	20 1080		15	15	<u>Sig P65 and sig P112.</u>

(28/9/86)

(14/6/86)

MON-D20

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<b>Page 140</b>					
<u>ABERDEEN TO INVERNESS</u>					
Amend:-	Kinloss LC (AHB)	3 220			
to read:-	Kinloss LC (AHB)	2 1650			
Amend:-	Forres LC	0 330			
to read:-	Forres LC	0 352			(2/8/86)
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>					
Amend			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	
to read:-			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	(9/8/86)
<b>Page 141</b>					
<u>Amend between Allanfearn LC (AOCL) and Inverness to read:</u>					
	Allanfearn LC (AOCL)	140 1210	25	35	<u>Approaching LC</u>
			40	55	
			15	15	<u>143m170yd and 143m440yd</u>
	Raigmore LC	143 200			
	Millburn Jn	143 440	10	10	<u>Over single connecting line</u>
	(see page 134)	117 440			<u>between Forres and Aviemore lines</u>
			15	15	<u>117mp and 118m70yd</u>
	Welsh's Bridge	117 1230			
(see pages 135 and 143)					
Locomotive	117 1470				
<u>Inverness</u>	118 70				(28/9/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 143</u>					
<u>INVERNESS TO WICK</u> <u>Between Welsh's Bridge and Clachnaharry</u> <u>Amend</u>			<u>20</u>	<u>20</u>	<u>117m1230yd and 0m900yd</u> <u>(total distance 1010yd)</u>
to read:-			<u>15</u>	<u>15</u>	<u>117m1230yd and 0m500yd</u> <u>(total distance 610yd)</u>
			<u>20</u>	<u>20</u>	<u>0m500yd and 0m900yd</u>
					(28/9/86)
<u>Between Dingwall and Invergordon</u> <u>Delete:- ET from Signalling System coloumn.</u>					(21/6/86)
<u>Page 144</u>					
<u>Delny LC (AOCL)</u> <u>Amend:-</u>			<u>30</u>	<u>30</u>	<u>Approaching L.C.</u>
to read:-			<u>55</u>	<u>55</u>	
			<u>30</u>	<u>30</u>	<u>Approaching L.C.</u>
			<u>55</u>	<u>55</u>	
			<u>15</u>	<u>15</u>	<u>Through loop connections.</u>
					(30/8/86)
					(21/6/86)
<u>Page 145</u>					
<u>Amend:-</u>	<u>Kirkton LC (Open)</u>		<u>25</u>	<u>25</u>	<u>Approaching LC</u>
to read:-	<u>Kirkton LC (AOCL)</u>		<u>30</u>	<u>30</u>	<u>Approaching LC</u>
			<u>55</u>	<u>55</u>	
					(1/6/86)
<u>Between Brora L.C. (AOCL) and Brora</u> <u>Amend:-</u>	<u>Brora LC (AOCL)</u>	<u>90 680</u>	<u>10</u>	<u>10</u>	
	<u>Brora</u>	<u>90 1060</u>	<u>15</u>	<u>15</u>	
to read:-	<u>Brora LC (AOCL)</u>	<u>90 680</u>	<u>10</u>	<u>10</u>	
	<u>Brora</u>	<u>90 1060</u>	<u>15</u>	<u>15</u>	
					(30/8/86)
<u>Between Brora and Helmsdale</u> <u>Add:-</u>	<u>Dalchalm (AOCL)</u>	<u>91 660</u>	<u>25</u>	<u>25</u>	<u>Approaching LC</u>
			<u>50</u>	<u>50</u>	
					(18/5/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down mph	Up mph	
<u>Page 148</u>						
	<u>DINGWALL TO KYLE OF LOCHALSH</u> <u>Garve</u>					
	<u>Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through Loop connections.</u> (21/6/86)
<u>Page 149</u>						
	<u>Achnasheen - Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through loop connections:</u>
	<u>Strathcarron - Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through Loop connections.</u> (21/6/86)
<u>Page 156</u>						
	<u>HAYMARKET WEST JN TO ABERDEEN</u> <u>Between Usan and Montrose South</u>					
	<u>Add : T to Signalling System Column</u> <u>(This supersedes the item published in WON No.21)</u>					(23/8/86)
<u>Page 157</u>						
	<u>Amend:-</u> <u>to read:-</u>	<u>Portlethan</u> <u>Portlethen</u>				(30/8/86)

WON-D23

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Page 166	Amend between Culloden Moor and <u>Inverness</u> to read:					
	Culloden Moor	111 660		40	Up line to single line	
	<u>/T/</u>	114 880		65	65	Over curves, 116m120yd and 117m310yd
				40	40	117m310yd and 117m380yd
	Millburn Jn (see page 141)	117 440		15	15	117m380yd and 118m70yd
	Welsh's Bridge (see pages 141 and 143)	117 1230				
	Locomotive	117 1470				
	<u>Inverness</u>	118 70				

(28/9/86)

MON-D24

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

SECTION 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 1</u>			
<u>Gretna Jn to Eglinton Street Jn (via Kilmarnock)</u>			
<u>Delete :- Barony Jn/Auchinleck entry</u>			(27/5/86)
<u>Page 2</u>			
<u>Delete - Admiralty Sdg./Fairlie High entry</u>			(11/5/86)
Stevenston No.2/Stevenston No.1 entry			(10/8/86)
<u>Delete -</u>			
<u>Holm Jn to Ardrossan Harbour and relative entries.</u>			(1/6/86)
<u>Page 4</u>			
<u>Delete:-</u>			
<u>Clydebank Central Jn to Old Kilpartick (Goods Line) and relative entries</u>			(30/8/86)
<u>Page 6</u>			
<u>Perth to Inverness</u>			
<u>Delete :- last four entries</u>			
<u>Add</u>			
Millburn Jn/Locomotive box	Single	F	ECS
Locomotive box/Millburn Jn	Single	F	ECS
<u>Aberdeen to Inverness</u>			
<u>Delete :- last two entries</u>			
<u>Add:-</u>			
Millburn Jn/Locomotive box	Single	F	Trains for goods yard
<u>Page 7</u>			
<u>Inverness to Wick</u>			
<u>Amend:-</u>			
Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles.
<u>To read:-</u>			
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, CLAUSES 4.6 AND 5.9

Signal Box	Signal	Remarks
<u>Page 9</u>		
<u>Perth to Inverness</u>		
<u>Amend entry under this heading to read :-</u>		
Inverness Locomotive	Down home	For backing movements from Millburn Jn to passenger station. (28/9/86)
<u>Inverness to Wick</u>		
Dingwall	<u>Delete</u> entry in Remarks column	(21/6/86)

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

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

From	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
<u>Add:-</u>				
<u>Kilwinning Jn to Largs</u>				
Stevenston	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 Notice No.16				Amended (27/9/86)
<u>Page 12</u>				
<u>Add :-</u>				
<u>Perth to Inverness</u>				
Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	-
<u>Add :-</u>				
<u>Ardeer to Inverness</u>				
Millburn Jn	Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-
<u>Inverness to Wick</u>				
<u>Add :-</u>				
Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-

(28/9/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEXAdd:-

Class 318 Electric Multiple Units-Emergency Couplings

Page

56

(1/9/86)

Anti-Vandal trains

79

(31/5/86)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedRULE BOOK SECTION H, CLAUSES 3/16 AND 4/13

Place	Line and Location	Location of Telephone
<u>Page 1</u>		
<u>Delete:-</u>	Newtonmore entry Culloden Moor entry	

<u>Page 2</u>		
<u>Add:-</u>	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
<u>Page 2</u>	
<u>Delete:-</u>	<u>Bridge Street Jn to Stranraer</u> and relative entry. (21/6/86)

LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM

<u>Page 5</u>	
2.	<u>General Appendix</u> <u>2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.</u>
	<u>Clause 6</u> <u>Delete:- Usan - Montrose South</u>

STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal Box	Area/Location	Line	Remarks
<u>Page 7</u>			
<u>Amend Ayr entries (2) to read:-</u>			
Paisley SC	Ayr	Up	Between Signals PA356 and PA322
Paisley SC	Ayr	Down	Between Signals PA319 and PA359 (1/6/86)
<u>Page 8</u>			
<u>Amend Cowlairs entries to read:-</u>			
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 C96 and C92.
Cowlairs	-	Down lines	Between Signals C80, C53 and C4, C5, C21.
<u>(Note - Vehicles must not be propelled towards C20 or C21).</u>			(28/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedSINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNEDPage 11 - 8. Shunting keys - Delete:-

<u>From</u>	<u>To</u>	
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 12SECTION 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 CONCERNEDPage 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedSINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED - continuedPage 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 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add:- Ardrossan South Beach to Ardrossan Harbour  
Carmondean Jn to Bathgate Station

(14/9/86)

Page 24BREAKDOWN CRANES

Amend tabular information to read :-

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 25BREAKDOWN ARRANGEMENTSGENERAL 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

(21/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPROHIBITIONS AND SPEED RESTRICTIONS  
ON INDIVIDUAL BREAKDOWN CRANESPROHIBITIONSAmend tabular information to read:-

<u>Location</u>	<u>Crane Nos. Affected</u>
Auchmuty Branch )	ADRC 95204, 96711, 96705, 96715, 96700
Inverness Harbour Branch )	(21/6/86)

Page 26SPEED RESTRICTIONSAmend tabular information to read:-

<u>Location</u>	<u>Speed mph</u>	<u>Crane Nos. Affected</u>
Forth Bridge - Up line	10	ADRC 95204
Burghead Branch	5	ADRC 95204, 96711, 96705, 96715, 96700 (21/6/86)

Page 53Removal 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 ProcedureAmend 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 communication 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 heard 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 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 conversations 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 UnitsAmend 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 56Add:-

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 61WORKING OF DIESEL MULTIPLE UNIT TRAINS

Delete - Anti-Vandalism train and relative instruction

(31/5/86)

Page 79 - AddANTI-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

From	To	Line	Maximum unfitted load (tonnes)
1. <u>Assisting in rear</u>			
2. <u>Areas of Signalling Restraint</u>			
<u>Carlisle to Glasgow Central</u>			
<u>Amend - Uddingston to Motherwell entry to read :-</u>			
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 :-

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) :-

<u>Signal No.</u>	<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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedINSTRUCTIONS 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

<u>Platform No</u> <u>Glasgow Central</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
			<u>Ayr</u>	
1	G2	G38	1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
12	-	G63	1	P139
13	-	G67	2	P138

\* First signal quoted is nearest buffer stop.

(28/9/86)

Page 101STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINESDelete: Cadder Down Goods line from table.

(3/8/86)

SECTION 4LOCAL INSTRUCTIONSINDEX

	<u>Page</u>
<u>Page (i) Delete:-</u> Barony Colliery Branch	26 (27/5/86)
<u>Page (iii) Delete</u> Fairlie entry	(11/5/86)
<u>Page (iv) Add :-</u> Largs entry	35 (27/9/86)
<u>Page (v) Add :-</u> Millerhill Electrification Depot	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. (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)



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 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.

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 Cowlairst 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 COWLAIRST 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 Cowlairst 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 COWLAIRST TO PORT DUNDAS GOODS LINE) and relative instructions (28/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPages 53/54Add 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 54Add 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 57Add:-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.
2. 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 Corroul, tokens must only be exchanged at a stop board at Corroul Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, 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 Corroul, when a train is allowed to go forward from Rannoch or Tulloch towards Corroul 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 Signaller 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 Signaller.

<p>(SPECIMEN)</p> <p>BRITISH RAILWAYS (Scottish Region)</p> <p>RANNOCH</p> <p>You may occupy the single line towards</p> <p>BRIDGE OF ORCHY</p> <p>for shunting</p>
---

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 be taken as meaning distant boards and instructions concerned observed as far as can be applied.

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

At Corroul, 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 Corroul, 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 Corroul).

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)

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

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)

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

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.

NO. <u>SPECIMEN</u>	DATE _____
<u>BRITISH RAILWAYS</u> <u>(Scottish Region)</u>	
To the Driver of _____ train.	
On arrival at Mallaig you are instructed to shunt the train clear of the single line in accordance with the Local Instructions.	
Authorised by _____	
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)

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)



WON-D43  
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)

=====

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS INSTRUCTIONSMOTHERWELL 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 RESIGNALING (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 temporary 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 : 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.

<u>Station</u>	<u>Location</u>
Coatdyke	Down platform, on station buildings.
Sunnyside	Down platform, on station buildings
Blairhill	Down platform, under road overbridge (Glasgow end)
Easterhouse	Down platform, on station buildings
Garrowhill	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)

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 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 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	1 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)	1 large mirror 3m from north end of platform	3/6 car boards 5m in rear of mirror.
Lochwinnoch	Down Southbound	1 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)	1 large mirror at north end of platform	3/6 car boards 5m in rear of mirror
Dalry	Up Northbound	1 small mirror and 1 monitor 4m from north end of platform	3/6 car boards 5m in rear of this position
	(for Down direction)	1 large mirror 6m from south end of platform	3/6 car boards 5m in rear of mirror
Kilwinning	P2 (BI-DI) Down Westbound	1 monitor 8m from west end of platform	6 car board 5m in rear of monitor
		1 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 platform	3/6 car boards 5m in rear of monitor (on awning column)
	P3 Up Northbound	1 large mirror and 1 monitor 22m from north end of platform	3/6 car boards 5m in rear of this position (on O/H mast)
	(for Down direction)	1 large mirror and 1 monitor 42m from south end of platform	3/6 car boards 5m in rear of this position

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
Saltcoats	Down Westbound	1 large mirror and 1 monitor 9m from west end of platform	6 car board 4m in rear of this position
		1 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	1 small mirror and 1 monitor 9m from north end of platform	3/6 car boards 5m in rear of mirror
Prestwick	Down Southbound	1 large mirror on ramp at south end of platform	3/6 car boards 5m in rear of mirror
Newton-on-Ayr	Up Northbound	1 small mirror and 1 monitor 5m from north end of platform	6 car board 5m in rear of mirror (on lighting pole)
		1 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.



SECTION ATEMPORARY 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.

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>								
1	Gretna Jn.	Down -	8	880	8	1320	20	Trackwork. (86/28) <u>Applies 03 00 to 16 00</u> <u>Sun 5 Oct.</u>
2	Shieldmuir Jn and Carriongill Jn	- Up	86	1046	85	1740	$\frac{20}{40}$	Trackwork. (86/26)
3	Uddingston Jn	Down -	93	000	93	1087	20	Trackwork. (86/24)
4	Uddingston Jn	Down -	93	1087	93	1220	40	Condition of track. (86/24)
5	Polmadie and Larkfield Jn	Down - Clyde sdale	100	1500	101	44	20	Condition of track. (86/20)
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>								
6	Auchengray LC and Carstairs East Jn	- Up	78	860	78	600	20	Trackwork. (86/27)
<u>MIDCALDER JN TO HOLYTOWN JN</u>								
7	Hartwood and Bellside GF	Down -	6	980	6	985	40	Condition of track. (86/4)
<u>LAW JN TO UDDINGSTON JN</u>								
8	Holytown Jn and Ravenscraig No.2	- Up	88	1340	88	1260	40	Condition of track. (86/23)
9	Uddingston Jn	- Up	MINUS 0 70		0	400	20	Condition of track. (86/20)
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>								
10	Anderston Tunnel and Bridgeton	- Up	1	1230	1	880	20	Condition of track. (85/34)
<u>LARKFIELD JN TO SHIELDS JN</u>								
11	Terminus Jn and Shields Jn	Down -	101	1140	101	1320	20	Condition of track. (86/63)

## WON-A2

Location	Lines affected		Mileage		At or between		Restriction mph	Remarks
			M	Yd	M	Yd		
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>								
12	Dumfries South	Down -	92	1100	92	920	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	000	91	880	20	Trackwork. (86/22)
15	Dumfries Station	- Up	91	440	91	1400	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 Up Branch Branch	0	704	0	1084	20	Trackwork. (86/23) <u>Finishes 00 00 Sun 5 Oct.</u>
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>								
18	Crosshill and Pollokshields East	Inner -	0	1550	0	880	20	Trackwork. (86/17/18)
<u>BRIDGE STREET JN TO STRANRAER</u>								
19	Lochwinnoch and Glengarnock	Down Up	18	750	18	790	20	Condition of bridge (UB No.43). (86/24) <u>NOTE : For all trains except Electric/Diesel Multiple Units.</u>
20	Lochwinnoch and Glengarnock	Down Up	18	750	18	790	40	Condition of bridge (UB No.43). (86/24) <u>NOTE : For Electric/Diesel Multiple Units Only.</u>
21	Kilwinning Jn and Dalry	- Up	25	1375	25	820	20	Trackwork. (86/25)
<u>PAISLEY TO GOUROCK</u>								
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) <u>Begins 01 00 Sun 5 Oct.</u>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>								
24	Wemyss Bay Jn and Containerbase	Down -	0	120	0	640	20	Trackwork. (86/25)
<u>KILWINNING JN TO LARGS</u>								
25	West Kilbride and Ardrossan South Beach	- Up Goods	33	1100	33	440	20	Trackwork. (86/26)
26	West Kilbride and Hunterston	Single	35	980	35	1200	20	Trackwork. (86/28) <u>Begins 01 00 Sun 5 Oct.</u>

Location	Lines affected		Mileage				Restriction mph	Remarks
			M	Yd	M	Yd		
<u>MOTHERWELL TO PERTH</u>								
27	Kippenross	Up	122	1650	122	1562	<u>20</u> 40	Bridgework (UB No.4) (86/28) <u>Begins 00 01 Sat 4 Oct.</u>
28	Dunblane and Greenloaning	Down Up	124	1020	124	1180	20	Bridgework (UB No.6). (86/27)
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>								
29	Langloan Jn and Carmyle Jn	Down -	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>								
30	Newbridge Jn and Haymarket West Jn	- Up	39	660	39	1320	20	Trackwork. (86/27)
<u>NEWBRIDGE JN TO BATHGATE</u>								
31	Newbridge Jn and Cawburn Jn	Down -	33	1060	32	1320	20	Trackwork. (86/17/18)
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>								
32	Garscadden and Clydebank Dock Jn	Down -	1	1520	1	1750	20	Trackwork. (86/24) <u>Finishes 24 00 Sat 4 Oct.</u>
33	Clydebank Dock Jn and Garscadden	- Up	1	1750	1	1520	20	Trackwork. (86/26) <u>Finishes 24 00 Sat 4 Oct.</u>
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>								
34	Garelochhead and Glen Douglas	Single	12	400	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)
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>								
36	Reston GSP and Berwick-upon- Tweed	- Up	51	321	52	810	20	Trackwork. <u>Applies 01 30 to 07 00</u> <u>daily, Tue 7 and Wed 8</u> <u>Oct.</u>
37	Berwick-upon- Tweed and Reston GSP	Down -	52	810	51	321	20	Trackwork. <u>Applies 02 00 to 06 55</u> <u>daily, Thu 10 and Fri 11</u> <u>Oct.</u>
38	Innerwick GSP and Oxwellmains	Down	32	440	31	1320	<u>20</u> 40	Trackwork. (86/28) <u>Begins 09 00 Thu 9 Oct.</u>
39	Drem and Stenton GSP	- Up	24	00	24	50	40	Trackwork. <u>Applies 09 00 Sun 5 to</u> <u>09 00 Mon 6 Oct.</u>
40	Monktonhall Jn and Prestonpans	- Up	7	748	8	66	20	Trackwork. (86/25) <u>Finishes 15 00 Wed 8 Oct.</u>
41	Portobello Jn and Monktonhall Jn	- Up	3	1540	4	264	20	Trackwork. (86/28) <u>Begins 09 00 Thu 9 Oct.</u>

Location	Lines affected		Mileage		Restriction mph	Remarks
			At or between M Yd	M Yd		
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>						
42 Millerhill and Niddrie South Jn	Down Up		4 1280	4 1100	20	Condition of track. (85/22)
<u>HAYMARKET WEST JN TO ABERDEEN</u>						
43 Inverkeithing East Jn and Burntisland	Down -		17 550	17 880	20	Trackwork. (86/24) <u>Finishes 16 30 Sun 5 Oct.</u>
44 Burntisland and Inverkeithing East Jn	- Up		17 880	17 550	20	Trackwork. <u>Applies 08 00 to 16 00 Sun 5 Oct.</u>
45 Inverkeithing East Jn and Burntisland	Down -		19 110	19 880	20	Trackwork. (86/28) <u>Begins 16 30 Sun 5 Oct.</u>
46 Dundee Central Jn and Tay Bridge South	- Up		57 220	56 910	20	Trackwork. (86/28) <u>Begins 22 00 Sat 4 Oct.</u>
47 Tay Bridge South and Dundee Central Jn	Down -		56 910	57 220	30	Trackwork. <u>Applies 23 30 Sat 4 to 16 15 Sun 5 Oct.</u>
<u>LADYBANK JN TO HILTON JN</u>						
48 Ladybank Jn and Clatchard Craig South GF	Single		5 1680	6 00	20	Bridgework (UB No.13) (86/8)
<u>PERTH TO INVERNESS</u>						
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) <u>Finishes 10 00 Fri 3 Oct.</u>
<u>ABERDEEN TO INVERNESS</u>						
51 Rosarie LC and Elgin	Single		27 198	26 1078	$\frac{20}{40}$	Condition of track. (85/33)
52 Rosarie LC and Elgin	Single		14 235	13 1227	$\frac{20}{40}$	Trackwork. (86/27)
<u>INVERNESS TO WICK</u>						
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) <u>Begins 08 00 Sun 5 Oct.</u>
<u>DINGWALL TO KYLE OF LOCHALSH</u>						
55 Strathcarron LC (AOCL) and Attadale Halt	Single		48 160	48 1550	20	Trackwork. (86/28) <u>Begins 08 00 Sun 5 Oct.</u>



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 5 OCTOBER - continued</u>		
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	All 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. <u>Trains diverted via Wishaw 00 00 to 08 00. Isolation of electrical sections MCl, 2, 3 and 4.</u>
77	Motherwell and Logans Road LC	Down and Up BLOCKED 00 30 to 08 00. Track renewal at points No.177B and loading material. <u>Trains diverted via Wishaw and R&amp;C Lines.</u>
78	Logans Road LC and Uddingston Jn	Down and Up BLOCKED 00 15 to 22 30. Track renewal, unloading rails, earthwork and track maintenance. <u>Inter-Regional trains diverted via R&amp;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.</u>
79	Uddingston Jn and Newton West Jn	Down and Up BLOCKED 00 15 to 22 30. Platform work (Uddingston) and overhead line work. <u>Inter-Regional trains diverted via R&amp;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.</u>
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. <u>Isolation of electrical sections EN3 (a and b) and EN4 (d).</u>
82	Polmadie	All 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) 00 30 to 08 00. Painting Gantries G, H and I. <u>Possession to be given up for passage of 1S04 23 45 Manchester Victoria to Glasgow Central, 1D61 20 33 Euston to Glasgow Central and 1B99 01 28 Carstairs to Glasgow Central, 2H73 07 20 ex Glasgow Central to be DMU. Isolation of electrical sections EGl, 2, 3, 4, 5 and 6.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 5 OCTOBER - continued</u>		
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 EGl to 6.</u>
85 Glasgow Central	All	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 Glasgow Central	No.7 Carriage Siding BLOCKED	08 00 to 18 00. Track renewal at points No.351B.
<u>MONDAY 6 OCTOBER</u>		
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. <u>Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.</u>
<u>MONDAY 6 to WEDNESDAY 8 OCTOBER</u>		
89 Kirtlebridge GF 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.
<u>MONDAY 6 to FRIDAY 10 OCTOBER</u>		
91 Quintinshill	All	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. <u>Isolation of electrical sections LM4 and EM4.</u>
<u>TUESDAY 7 OCTOBER</u>		
93 Shieldmuir Jn and Law Jn	Up BLOCKED	00 50 to 05 30. Track maintenance. <u>Trains diverted via Holytown.</u>
94 Motherwell and Shieldmuir Jn	Up BLOCKED	00 50 to 05 30. Track maintenance. <u>Trains diverted via Holytown.</u>
<u>TUESDAY 7 and WEDNESDAY 8 OCTOBER</u>		
95 Eglinton Street Jn and Bridge Street Jn	No.3 Line BLOCKED	00 30 to 05 30 daily. Track renewal at points No.382A. <u>Possession to be given up for passage of 1804, 23 45 Manchester Victoria to Glasgow Central.</u>
<u>TUESDAY 7 to THURSDAY 9 OCTOBER</u>		
96 Wamphray GF and Lockerbie	Up BLOCKED	02 45 to 05 45 daily. Track maintenance.
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
97 Floriston LC and Caldew Jn	Up Main BLOCKED	03 00 to 08 05 daily. Track renewal. <u>Up trains to travel over Up goods line.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>TUESDAY 7 to FRIDAY 10 OCTOBER - continued</u>		
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)	00 10 to 05 15 ) daily. Overhead line work. ) Possession to be given up for ) <u>passage of 01 25 (ECS)</u> ) <u>Corkerhill to Glasgow Cen.</u> ) <u>Isolation of electrical sections</u> ) <u>EG5 (e to i) and EG6, 00 00 to</u> 00 00 to 03 15 ) <u>03 15, EG5 (g, h and i) and EG6</u> ) <u>(a to d), 00 10 to 05 15.</u> ) )

WEDNESDAY 8 and THURSDAY 9 OCTOBER

99 Carstairs South Jn and Symington GF	Up BLOCKED	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. <u>Trains</u> <u>diverted via Bellshill.</u>

THURSDAY 9 and FRIDAY 10 OCTOBER

101 Eglinton Street Jn and Bridge Street Jn	No.1 Down Line BLOCKED	00 30 to 05 30 daily. Track renewal at point No.382B.
---	---------------------------	--

CARSTAIRS SOUTH JN TO HAYMARKET EAST JN  
UNTIL FURTHER NOTICE

102 Slatford Jn and Haymarket East Jn	Down <u>Between Trains</u>	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 Auchengray LC	Up BLOCKED Down BLOCKED	08 30 to 16 00 ) Loading material 09 10 to 16 00 ) and drainage.

FRIDAY 10 OCTOBER

105 Auchengray LC and Carstairs East Jn	Up BLOCKED	00 30 to 07 20. Track maintenance. Possession to <u>be given up for the passage of 3D67 04 55 Edinburgh</u> <u>to Glasgow Central.</u>
---	------------	--

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 <u>given up for the passage of 1011, 09 35</u> <u>Edinburgh to Poole over Down line.</u> Crane and mechanical equipment in use.



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>LAW JN TO UDDINGSTON JN</u> <u>UNTIL FURTHER NOTICE</u>		
108 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
<u>SUNDAY 5 OCTOBER</u>		
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 ML1(c,d,e and k) and ML2(e,f and g).</u>
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. <u>Single line working over Up line. 1011 09 35 Edinburgh to Poole and 1841 10 05 Manchester Vic to Edinburgh diverted via R&amp;C lines.</u>
112 Mossend West Jn and Uddingston Jn	Down and Up BLOCKED	00 30 to 08 00. Stationwork (Bellshill). <u>Isolation of electrical sections ML1(a) and ML2(i).</u>
112A Uddingston Jn	Down and Up BLOCKED	08 00 to 18 00. Track renewal.
<u>MOSSEND EAST JN TO MOSSEND SOUTH JN (EAST CURVE)</u> <u>SUNDAY 5 OCTOBER</u>		
113 Mossend East Jn and Mossend South Jn	Down and Up BLOCKED	08 30 to 16 00. Track renewal.
<u>W. SHAW CENTRAL JN TO SHIELDMUIR JN</u> <u>UNTIL FURTHER NOTICE</u>		
114 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.
<u>MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)</u> <u>UNTIL FURTHER NOTICE</u>		
115 Motherwell and Hamilton Central	Down <u>Between Trains</u>	05 00 to 17 00. Earthwork.
<u>SUNDAY 5 OCTOBER</u>		
116 Motherwell and Newton East Jn	Down and Up BLOCKED	00 00 to 08 00. Earthwork and retaining wall work. <u>Isolation of electrical sections MHL.</u>
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
117 Motherwell and Newton East Jn	Down, Up and Single BLOCKED	00 30 to 05 00 daily. Earthwork, loading and unloading rails. <u>Isolation of electrical section MHL.</u>
<u>NEWTON WEST JN TO CATHCART WEST JN</u> <u>SATURDAY 5 OCTOBER</u>		
118 Croftfoot and Kings Park	Down and Up BLOCKED	00 00 to 08 00. Track renewal.
<u>CATHCART EAST JN TO CATHCART NORTH JN</u> <u>SUNDAY 5 OCTOBER</u>		
119 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. <u>Single line working over Down line.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>RUTHERGLEN JN TO FINNIESTON</u>		
<u>SUNDAY 5 OCTOBER</u>		
120 Rutherglen North and Finnieston	Down and Up	BLOCKED 00 00 to 08 00. Track maintenance.
<u>LARKFIELD JN TO SHIELDS JN</u>		
<u>SUNDAY 5 OCTOBER</u>		
121 Larkfield Jn and Shields Jn	Down and Up (to electric trains) Down Up <u>Between Trains</u>	BLOCKED 00 00 to 08 00 ) Tunnel work (West St. Terminus ) and Clydesdale). Isolation of 08 00 to 15 30 ) electrical sections EN2(e and ) f), EB1(j) and EB2(a).
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>		
<u>SUNDAY 5 OCTOBER</u>		
122 Annan	All	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 Jn and Eglinton Street Jn	Down and Up Branch 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. 1B99 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 Pogle, 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.
<u>TUESDAY 7 OCTOBER</u>		
126 New Cumnock and Kirkconnel	Up	BLOCKED 11 10 to 13 00. Track renewal.
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
127 Muirhouse North Jn and Eglinton Street Jn	Down and Up	BLOCKED 00 15 to 05 00 daily. Unloading rails, track maintenance and track renewal.
<u>EAST KILBRIDE TO BUSBY JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
128 East Kilbride and Busby	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use.
<u>KILMARNOCK TO BARASSIE</u>		
<u>UNTIL FURTHER NOTICE</u>		
129 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
<u>SUNDAY 5 OCTOBER</u>		
130 Kilmarnock and Barassie	Single	BLOCKED 09 45 to 24 00. Bridgework (OB No.4).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>		
<u>SUNDAY 5 OCTOBER</u>		
131 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. <u>Single line working over Inner line.</u>
<u>THURSDAY 9 OCTOBER</u>		
132 Cathcart North Jn and Muirhouse Central Jn (via Queens Park)	Outer BLOCKED	00 00 to 05 30. Track maintenance.
<u>NEILSTON HIGH TO CATHCART WEST JN</u>		
<u>SUNDAY 5 OCTOBER</u>		
133 Neilston High and Cathcart West Jn	Down and Up BLOCKED	08 00 to 22 00. Overhead line work. <u>Isolation of electrical sections EW5 and 6.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>		
<u>UNTIL FURTHER NOTICE</u>		
134 Bridge Street Jn	Branches Nos.1 and 2	08 00 to 16 00 daily. Work on lineside wall.
135 Bridge Street Jn and Cardonald	All	00 00 to 06 00 daily. Signalling work.
136 Elderslie and Lochwinnoch	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (FB No.18).
137 Lochwinnoch and Glengarnock	Down and Up <u>Between Trains</u>	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 and Kilwinning Jn	Down and Up	08 00 to 18 00 daily. Bridgework (OB No.49) and station work (Dalry and Kilwinning).
140 Bogside and Irvine	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
141 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work.
142 Barassie and Prestwick	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Bridgework (FB No.4).
143 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Stationwork.
144 Newton Jn and Ayr	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.50). Crane and mechanical equipment in use.
145 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>SATURDAY 4 OCTOBER</u>		
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. <u>Isolation of electrical sections EG5 (g, h and i) and EG6 (a to d).</u>
<u>SUNDAY 5 OCTOBER</u>		
147 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 09 45. Overhead line construction work, track renewal and track maintenance. <u>Isolation of electrical sections EL1 and 2 01 00 to 08 00.</u>
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 EL1 and 2 01 00 to 08 00.</u>
149 Lochwinnoch and Glengarnock	Down and Up <u>Between Trains</u> BLOCKED (to electric trains)	00 00 to 09 45. Overhead line construction work. <u>Isolation of electrical sections SL3 and 4 01 00 to 08 00.</u>
150 Glengarnock	Up Loop <u>Between Trains</u>	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 sections SL3 and 4 01 00 to 08 00.</u>
152 Kilwinning	Up Loops <u>Between Trains</u>	12 30 to 12 00. 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). <u>Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.</u>
155 Irvine and Barassie	Down and Up BLOCKED	00 00 to 09 45. Overhead line construction work and drainage. <u>Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.</u>
156 Barassie and Newton Jn	Down and Up BLOCKED	00 00 to 09 30. Overhead line work and drainage. <u>Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.</u>
157 Newton Jn and Ayr	Down and Up <u>Between Trains</u> BLOCKED (To electric trains)	00 00 to 09 45. Overhead line construction work. <u>Isolation of electrical sections SA1, 2, 3 and 4 01 00 to 08 00.</u>
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).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>TUESDAY 7 OCTOBER</u>		
161 Glengarnock and Lochwinnoch	Up BLOCKED	00 00 to 05 45. Track maintenance.
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
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 EL1 and 2 01 00 to 05 00.</u>
164 Johnstone and Lochwinnoch	Down and Up <u>Between Trains</u> BLOCKED (to electric trains)	00 00 to 05 30 daily. Overhead line construction work. <u>Isolation of electrical sections EL1 and 2 01 00 to 05 00.</u>
<u>WEDNESDAY 8 and THURSDAY 9 OCTOBER</u>		
165 Lochwinnoch and Kilwinning	Down and Up <u>Between Trains</u> BLOCKED (to electric trains)	00 00 to 05 30 daily. Overhead line construction work. <u>Isolation of electrical sections EL1 and 2 and SL3 and 4 01 00 to 05 00.</u>
<u>FRIDAY 10 OCTOBER</u>		
166 Lochwinnoch and Glengarnock	Down BLOCKED	00 00 to 05 45. Track maintenance.
<u>PAISLEY TO GOUROCK</u>		
<u>SATURDAY 4 OCTOBER</u>		
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. <u>Isolation of electrical sections GB1, 2, 3 and 4 and GW1.</u>
169 Gourock	Platform No.3 BLOCKED	00 30 to 05 30. Stationwork. <u>No EMU's on Platform No.3.</u>
<u>SUNDAY 5 OCTOBER</u>		
170 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 30. Slip treatment. <u>Isolation of electrical sections GB3 and 4.</u>
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 GB1,2,3 and 4 and GW1.</u>
174 Greenock Central and Gourock	Down and Up BLOCKED	01 00 to 07 30. Drainage, track renewal and unloading rails. <u>Isolation of electrical sections GG1 and 2.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PAISLEY TO GOUROCK - continued</u>		
<u>TUESDAY 7 and FRIDAY 10 OCTOBER</u>		
175 Greenock Central and Gourrock	Down and Up BLOCKED	00 30 to 05 30 daily. Track renewal. <u>Isolation of electrical sections GGl and 2.</u>
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
176 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>
177 Gourrock	Platform No.3 BLOCKED	00 30 to 05 30 daily. Stationwork (Gourrock). <u>No EMUs on platform No.3. Isolation of electrical sections GGl and 2.</u>
<u>WEDNESDAY 8 and THURSDAY 9 OCTOBER</u>		
178 Langbank and Greenock Central	Down and Up BLOCKED	00 30 to 05 30 daily. Track renewal. <u>Isolation of electrical sections GB1, 2, 3 and 4, GW1 and GGl and 2.</u>
<u>THURSDAY 9 and FRIDAY 10 OCTOBER</u>		
179 Paisley and Bishopton	Down and Up BLOCKED	00 30 to 05 30 daily. Track renewal. <u>Isolation of electrical sections EB1(a and b) and EB3 and 4.</u>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SATURDAY 4 OCTOBER</u>		
180 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 10 to 06 00. Overhead line work. <u>Isolation of electrical sections GW1.</u>
<u>SUNDAY 5 OCTOBER</u>		
181 Wemyss Bay Jn and Wemyss Bay	Down and Up Single BLOCKED	00 15 to 08 30. Earthwork and track renewal. <u>Isolation of electrical sections GB1,2,3 and 4 and GW1 00 40 to 07 00.</u>
182 Wemyss Bay	Single	08 00 to 17 00. Signalling work.
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
183 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 30 to 06 00 daily. Overhead line work and track maintenance. <u>Isolation of electrical sections GW1.</u>
<u>THURSDAY 9 OCTOBER</u>		
184 Wemyss Bay Jn and Wemyss Bay	Down and Up BLOCKED	00 30 to 06 00. Track maintenance.
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
185 Stevenston 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).
186 South Beach and Hunterston	Single and Up Goods	07 30 to 18 00 daily. Bridgework (OB No.18) and platform work (West Kilbride).







SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 5 and MONDAY 6 OCTOBER</u>		
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/ <u>Inverness services diverted via Falkirk Grahamston and Forth Bridge. Falkirk Grahamston/Dunblane and Edinburgh/Dunblane services terminate and start at Stirling. 1S78, 21 35 Sat News Manchester Victoria to Aberdeen, 1S03, 20 33 Sat News Euston to Inverness, 1S07 21 00 Sat Euston to Inverness, 1S25, 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. 1S24, 12 00 Sun Kings Cross to Inverness, 1H01, 23 25 Sun Edinburgh to Inverness and 1B76, 17 30 Sun Inverness to Edinburgh diverted via Ladybank.</u>
<u>SUNDAY 4 to FRIDAY 10 OCTOBER</u>		
211 Hilton Jn and Perth	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.96).
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
212 Cumbernauld and Greenhill Lower Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
213 Dunblane and Stirling North	Up BLOCKED Down <u>Between Trains</u> Up <u>Between Trains</u>	00 00 to 04 30 ) daily. Tunnel work (Kippenross). 00 00 to 06 00 ) <u>Single line working over Down</u> 04 30 to 06 00 ) <u>line.</u>
214 Dunblane and Greenloaning	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and bridgework (UB's Nos.4 and 6). Crane and mechanical equipment in use.
<u>FRIDAY 10 OCTOBER</u>		
215 Greenloaning and Blackford LC	Down and Up <u>Between Trains</u>	09 00 to 14 00. Loading and unloading material.
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN UNTIL FURTHER NOTICE</u>		
216 Carmyle Jn and Rutherglen East Jn	Down and Up <u>Between Trains</u>	08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.
<u>SUNDAY 5 OCTOBER</u>		
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 <u>Edinburgh to Poole over Down line and 1S41, 10 05 Manchester Victoria to Edinburgh over Up line.</u>
<u>GARTSHERRIE SOUTH JN TO SIGHTHILL JN SUNDAY 5 OCTOBER</u>		
218 Gartcosh Jn and Sighthill Jn	Down and Up BLOCKED	08 00 to 18 00. Track renewal.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>		
<u>UNTIL FURTHER NOTICE</u>		
219 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
220 Newbridge Jn and Winchburgh Jn	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
221 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
<u>SATURDAY 4 OCTOBER</u>		
222 Newbridge Jn and Winchburgh Jn	Down BLOCKED	00 00 to 04 30. Bridgework (UB No.15). <u>Single line working over Up line.</u>
223 Bo'ness Jn and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 04 00. Earthwork. Crane and mechanical equipment in use.
<u>SUNDAY 5 OCTOBER</u>		
224 Waverley East and Princes St Gdns	All	00 00 to 08 00. Signalling work.
225 Princes St Gdns and Haymarket East Jn	Down and Up North BLOCKED	00 00 to 16 00. Drainage and track maintenance between 0m550yd and 45m770yd. <u>North trains to run over South lines 00 00 to 16 00.</u>
226 Haymarket West Jn and Newbridge Jn	Down and Up BLOCKED	00 00 to 16 00. Unloading, installing rails, and reballasting between 39m1320yd and 39m660yd. <u>Trains diverted via Dalmeny Jn.</u>
227 Newbridge Jn and Winchburgh Jn	Down and Up BLOCKED	00 00 to 07 00. Bridgework (UB No.15).
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 Polmont Jn	Down BLOCKED Up <u>Between Trains</u>	00 00 to 07 30. Earthwork. Crane and mechanical equipment in use.
231 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 18 00. Track maintenance and tunnel work (Falkirk High).
232 Gartshore and Cadder	Down and Up BLOCKED	00 00 to 07 30. Track renewal, track maintenance, bridgework (FB No.107A) and slip treatment.
<u>MONDAY 6 to FRIDAY 10 OCTOBER</u>		
233 Linlithgow and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Earthwork and track maintenance. Crane and mechanical equipment in use.
<u>TUESDAY 7 OCTOBER</u>		
234 Newbridge Jn and Winchburgh Jn	Down BLOCKED	00 00 to 04 30. Bridgework (UB No.15). <u>Single line working over Up line.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>TUESDAY 7 and WEDNESDAY 8 OCTOBER</u>		
235 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.
<u>WEDNESDAY 8 OCTOBER</u>		
236 Newbridge Jn and Haymarket West Jn	Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 38ml300yd and 44ml40yd.
<u>WEDNESDAY 8 to FRIDAY 10 OCTOBER</u>		
237 Winchburgh Jn and Newbridge Jn	Up BLOCKED	00 00 to 06 00 daily. Bridgework (UB No.15). <u>Single line working over Up line.</u>
<u>THURSDAY 9 and FRIDAY 10 OCTOBER</u>		
238 Gartshore and Cadder	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.
<u>FRIDAY 10 OCTOBER</u>		
239 Queen Street HL and Cowlairs Jn	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen Street HL).
<u>POLMONT JN TO LARBERT JN</u>		
<u>SUNDAY 5 OCTOBER</u>		
240 Polmont Jn and Grangemouth Jn	Down BLOCKED Up <u>Between Trains</u>	00 00 to 08 00. Retaining wall work and drainage. Crane and mechanical equipment in use.
241 Grangemouth Jn and Swingbridge East LC	Down and Up <u>Between Trains</u>	00 00 to 08 00. Bridgework (OB No.10).
<u>COWLAIRS TO BELLGROVE</u>		
<u>SUNDAY 5 OCTOBER</u>		
242 Sighthill Jn and Bellgrove	Down and Up BLOCKED	00 00 to 18 00. Overhead line work and track maintenance. <u>Isolation of electrical sections PS1 and 2, 08 00 to 18 00.</u>
<u>AIRDRIE TO HELENSBURGH</u>		
<u>UNTIL FURTHER NOTICE</u>		
243 Airdrie and Coatdyke	Down <u>Between Trains</u>	08 30 to 16 00 daily. Earthwork.
<u>SATURDAY 4 OCTOBER</u>		
244 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>
245 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
<u>SUNDAY 5 OCTOBER</u>		
246 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 15 to 07 30. Track renewal.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

AIRDRIE TO HELENSBURGH - continuedSUNDAY 5 OCTOBER - 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 and 2 and DF3 and 4.</u>
249 Bowling LC	Down and Up BLOCKED	00 15 to 07 30. Bridgework (Bowling Footbridge). <u>Isolation of electrical sections DF1 and 2.</u>
250 Dumbarton	All	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). <u>Possession to be given up for the passage of T71.</u>
--------------------------------------	------------------------	--

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 15 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>

WEDNESDAY 8 to FRIDAY 10 OCTOBER

255 Dalreoch and Craigendoran	Down and Up BLOCKED	00 20 to 06 00 daily. Track maintenance.
----------------------------------	------------------------	--

DALREOCH TO BALLOCHSATURDAY 4 OCTOBER

256 Dalreoch Jn and Balloch	Single BLOCKED	00 00 to 06 00. Bridgework (OB No.81A). <u>Isolation of electrical section DB1.</u>
--------------------------------	-------------------	---

HIGH STREET JN TO SHIELDS JNSUNDAY 5 OCTOBER

257 High Street and Shields Jn	Down and Up BLOCKED	09 00 to 16 00. Retaining wall work.
-----------------------------------	------------------------	--------------------------------------

HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)SATURDAY 4 OCTOBER

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 and 6.</u>
---	------------------------	--

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CRAIGENDORAN TO FORT WILLIAM</u>		
<u>SATURDAY 4 OCTOBER</u>		
260 Crianlarich	Down and Up Loops BLOCKED	00 00 to 06 00. (Cont'd from WON No.27). Station work.
<u>SATURDAY 4 and SUNDAY 5 OCTOBER</u>		
261 Arrochar and Tarbet and Ardlui	Single BLOCKED	21 15 Sat to 18 00 Sun. Bridgework (UB No.70) and track renewal.
<u>SUNDAY 5 OCTOBER</u>		
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 Corroun and Tulloch	Single BLOCKED	08 00 to 16 00. Track renewal.
<u>MONDAY 6 to FRIDAY 10 OCTOBER</u>		
265 Crianlarich	Down and Up Loops BLOCKED	21 00 Mon to Thu to 06 00 Tue to Fri. Station work.
<u>FRIDAY 10 OCTOBER</u>		
266 Crianlarich	Down and Up Loops BLOCKED	21 00 to 24 00. (Cont'd in WON No.29). Station work.
<u>CRIANLARICH TO OBAN</u>		
<u>SUNDAY 5 OCTOBER</u>		
267 Dalmally and Taynuilt	Single BLOCKED	08 00 to 17 00. Track renewal.
<u>MALLAIG JN TO MALLAIG</u>		
<u>SUNDAY 5 OCTOBER</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 <u>Fort William/Mallaig/Fort William.</u>
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
269 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58m140yd and 65m1720yd.
270 Reston GSP and Grants house	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128 and OB No.136).
271 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork and track maintenance between 33m110yd and 33mp.
272 Stenton GSP and Drem	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.69) Crane and mechanical equipment in use.
273 Longniddry and Prestonpans	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>		
<u>UNTIL FURTHER NOTICE - continued</u>		
274 Monktonhall Jn and Portobello	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.

SATURDAY 4 and SUNDAY 5 OCTOBER

276 Berwick-upon-Tweed and Reston GSP	Down and Up BLOCKED	23 45 Sat to 09 30 Sun. Track renewal between 54m1080yd 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 <u>Between Trains</u>	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. <u>Single line working over Down line 09 30 to 16 30.</u>
281 Craigentiny Jn and Abbeyhill Jn	Down and Up BLOCKED	23 45 Sat to 09 15 Sun. Tunnel work (St Margarets). <u>Trains diverted via Lochend Jn.</u>

SUNDAY 5 OCTOBER

282 Grantshouse and Innerwick GSP	Down and Up BLOCKED	00 00 to 08 30. Bridgework (OB No.105).
-----------------------------------	------------------------	---

SUNDAY 5 AND MONDAY 6 OCTOBER

283 Drem and Stenton GSP	Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 17m1740yd and 24m920yd.
284 Monktonhall Jn and Prestonpans	Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 6m90yd and 9m880yd.

TUESDAY 7 OCTOBER

285 Prestonpans and Drem	Up <u>Between Trains</u>	00 45 to 06 00. Track maintenance between 9m800yd and 17m1740yd.
--------------------------	-----------------------------	--

TUESDAY 7 and WEDNESDAY 8 OCTOBER

286 Berwick-upon-Tweed and Reston GSP	Down BLOCKED	01 30 to 07 00 daily. Track maintenance between 54m1080yd and 47m310yd. <u>Single line working over Up line.</u>
---------------------------------------	-----------------	--

THURSDAY 9 and FRIDAY 10 OCTOBER

287 Reston GSP and Berwick-upon-Tweed	Up BLOCKED	02 00 to 06 55 daily. Track maintenance between 47m310yd and 54m1080yd. <u>Single line working over Down line.</u>
---------------------------------------	---------------	--

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
288 Portobello and Leith South	Single <u>Between Trains</u>	05 00 to 19 00 daily. Bridgework (OB No.49 and UB No.13), excavation and earthwork between 0 and Imp. Mechanical equipment in use.
<u>SATURDAY 4 OCTOBER</u>		
289 Portobello and Leith South	Single <b>BLOCKED</b>	12 00 to 13 00. Earthwork.
<u>SUNDAY 5 OCTOBER</u>		
290 Portobello and Leith South	Single <b>BLOCKED</b>	08 00 to 16 00. Earthwork.
<u>MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)</u>		
<u>SUNDAY 5 OCTOBER</u>		
291 Millerhill East Jn	Down <u>Between Trains</u>	08 00 to 16 00. Track renewal between Omp and Om700yd.
<u>MONDAY 6 to THURSDAY 9 OCTOBER</u>		
292 Millerhill Yard	All <u>Between Trains</u>	23 00 Mon to Wed to 06 00 Tue to Thu. Track maintenance.
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
293 Niddrie South Jn and Portobello	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
294 Millerhill and Niddrie South Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use.
<u>SUNDAY 5 OCTOBER</u>		
295 Niddrie South Jn and Portobello	Down <b>BLOCKED</b>	12 00 to 16 30. Track maintenance.
<u>PORTOBELLO TO NIDDRIE WEST (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
296 Portobello and Niddrie West	Single <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
297 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation.
298 Ladybank	Down <u>Between Trains</u>	07 30 to 17 00 daily. Construction work.
299 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>UNTIL FURTHER NOTICE - continued</u>		
300 Dundee Central Jn and Camperdown Jn	All <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside, tunnel work (Dock St) and signalling work. Crane and mechanical equipment in use.
301 Dundee Central Jn and Camperdown Jn	Down Through/ Down Platform and Down Main <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
302 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.

SATURDAY 4 and SUNDAY 5 OCTOBER

303 Dundee Central Jn and Tay Bridge South	Up <u>BLOCKED</u> Down <u>Between Trains</u>	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. <u>Single line working over Down line 08 00 to 16 00.</u> Crane and mechanical equipment in use.
304 Dundee Central Jn and Camperdown Jn	Down Platform, Down Through and Down Main <u>BLOCKED</u> Down Platform, Down Through and Down Main <u>Between Trains</u>	22 30 Sat to 08 00 Sun ) Bridgework (OB No.188J). ) <u>Down trains to run over</u> ) <u>Up lines from 22 30 Sat</u> 08 00 to 17 00 Sun ) <u>to 08 00 Sun.</u> ) )
305 Stonehaven and Newtonhill	Down and Up <u>Between Trains</u>	22 00 Sat to 08 00 Sun. Track renewal between 224m1650yd and 230m1298yd.

SATURDAY 4 to FRIDAY 10 OCTOBER

306 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Drainage and earthwork between 0m462yd and 3m990yd. Mechanical equipment in use.
---	--------------------------------------	--

SUNDAY 5 OCTOBER

307 North Queensferry and Dalmeny	Up <u>BLOCKED</u> Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge) <u>Up trains to run over Down line.</u>
308 Inverkeithing East Jn and Burntisland	Down <u>BLOCKED</u> Up <u>BLOCKED</u> Up <u>Between Trains</u>	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 13m1080yd and 20m220yd. <u>1G35 03 04 (News) Edinburgh to Kirkcaldy, 5G35</u> <u>04 20 (ECS) Kirkcaldy to Edinburgh, 5T74 05 15</u> <u>(Sun) Craigentiny to Dundee diverted via</u> <u>Cowdenbeath. Single line working over Up line</u> <u>06 00 to 16 30.</u>
309 Burntisland and Kirkcaldy	Down and Up <u>Between Trains</u>	00 00 to 07 00. Track maintenance between 20m220yd and 25m1540yd.
310 Dundee	All	07 30 to 17 00. Signalling work.
311 Arbroath LC and Inverkeilor	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 16m1320yd and 23m242yd.
312 Montrose North and Craigo	Down and Up <u>Between Trains</u>	07 30 to 16 30. Bridgework (OB No.262) and signalling work.



WON-B21

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

HAYMARKET WEST JN TO ABERDEEN - continuedSUNDAY 5 OCTOBER - continued

313 Craigo and Laurencekirk	Down and Up <u>Between Trains</u>	08 00 to 18 00. Bridgework (OB No.281).
314 Laurencekirk and Carmont LC	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 210m1320yd and 219m858yd.
315 Newtonhill and Aberdeen	All	07 30 to 17 00. Signalling work.

MONDAY 6 OCTOBER

316 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down <u>Between Trains</u> Up <u>Between Trains</u>	00 00 to 05 15 ) Track renewal and track 00 00 to 24 00 ) maintenance between 05 15 to 24 00 ) 57m220yd and 56m910yd.
--	--	---

TUESDAY 7 to FRIDAY 10 OCTOBER

317 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 57m220yd and 56m901yd.
--	--------------------------------------	--

THURSDAY 9 OCTOBER

318 Inverkeithing East Jn and Burntisland	Down <u>Between Trains</u>	00 00 to 03 45. Track maintenance between 13m460yd and 20m220yd.
---	----------------------------	--

THORNTON NORTH JN TO METHIL WEST (GOODS LINE)UNTIL FURTHER NOTICE

319 Double Dykes LC and East Fife Central Jn	Single <u>Between trains</u>	07 00 to 20 00. Bridgework (OB No.10A). Mechanical equipment in use. <u>Finishes 07 00 Sat 4 Oct.</u>
--	---------------------------------	---

SUNDAY 5 OCTOBER

320 Thornton North Jn and East Fife Central Jn	Single BLOCKED	07 30 to 16 30. Track maintenance and bridgework (OB No.10A) between 0m880yd and 3mp.
--	----------------	---

AUCHMUTY TO MARKINCH DOWN SIDINGS GF GOODS LINEFRIDAY 10 OCTOBER

321 Auchmuty and Markinch Down Sidings GF	Single BLOCKED	07 00 to 24 00. Under track crossing.
---	----------------	---------------------------------------

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
322 Dunkeld and Pitlochry	Single <u>Between trains</u>	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.
323 Pitlochry and Blair Atholl LC	Single <u>Between trains</u>	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 Atholl LC and Dalwhinnie	Down and Up <u>Between trains</u>	08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside between 35m132yd and 58m1188yd. Crane and mechanical equipment in use.
325 Culloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 4 and SUNDAY 5 OCTOBER</u>		
326 Dunkeld and Pitlochry	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track renewal and track maintenance between 15m264yd and 28m638yd.
327 Moy Loop and Culloden Moor	Single <u>Between Trains</u>	21 30 Sat to 06 00 Sun. Unloading signalling material.
328 Culloden Moor and Millburn Jn	Down and Up <u>Between Trains</u>	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 and Inverness	Down and Up and Single <u>Between Trains</u>	21 00 Sat to 24 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
<u>SUNDAY 5 OCTOBER</u>		
330 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
331 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	08 00 to 18 00. Track renewal, track maintenance and loading rails between 29m1380yd and 30m320yd.
332 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal, work at lineside between 35m132yd and 58m1188yd and signalling work. Mechanical equipment in use.
333 Kingussie LC and Kincaig Loop	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside and loading rails between 73m390yd and 73m990yd. Mechanical equipment in use.
334 Slochd Loop and Tomatin Loop	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 95m310yd and 98m1716yd.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

PERTH TO INVERNESS - continued  
SUNDAY 5 to TUESDAY 7 OCTOBER

335 Dunkeld and Pitlochry	Single <u>Between Trains</u>	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 <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 29m1380yd and 30m320yd.
337 Culloden Moor and Millburn Jn	All <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 7m176yd and 15m264yd.
----------------------------	---------------------------------	---

LADYBANK TO HILTON JN  
SUNDAY 5 OCTOBER

340 Hilton Jn	Down and Up Branch <u>Between Trains</u>	08 00 to 17 00. Track maintenance.
---------------	---	------------------------------------

PERTH TO DUNDEE CENTRAL JN  
UNTIL FURTHER NOTICE

341 Perth and Barnhill	Single <u>Between trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
342 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Track renewal, loading rails and material and work at lineside between 10m99yd and 5m1210yd. Mechanical equipment in use.
345 Longforgan LC and Dundee Central Jn	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Loading rails and material and track renewal between 5m1210yd and 0m440yd. Mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>PERTH TO DUNDEE CENTRAL JN - continued</u>		
<u>SUNDAY 5 OCTOBER</u>		
346 Perth	All	07 30 to 17 00. Signalling work.
347 Dundee Central Jn	All	07 30 to 17 00. Signalling work.
<u>TUESDAY 7 to FRIDAY 10 OCTOBER</u>		
348 Errol LC and Longforgan	Down and Up <u>Between Trains</u>	22 30 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 10m990yd and 5m1210yd.
<u>ABERDEEN TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
349 Huntly and Keith	Single <u>Between trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
350 Forres and Nairn	Single <u>Between trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
351 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 4 and SUNDAY 5 OCTOBER</u>		
352 Inverurie and Inach LC	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track maintenance between 16m1738yd and 27m1034yd.
353 Keith Jn and Elgin	Single <u>Between Trains</u>	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 <u>Between Trains</u>	21 00 Sat to 24 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
<u>SUNDAY 5 OCTOBER</u>		
355 Aberdeen and Dyce Jn	All <u>Between Trains</u>	07 30 to 17 00. Signalling work.
356 Dyce Jn and Inverurie	Single <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.43) and signalling work.
357 Elgin and Forres	Single <u>Between Trains</u>	07 30 to 17 00. Track renewal between 11m1628yd and 0m330yd and signalling work.
358 Nairn and Millburn Jn	All	08 00 to 18 00. Signalling work.
<u>MONDAY 6 to FRIDAY 10 OCTOBER</u>		
359 Keith and Elgin	Single <u>Between Trains</u>	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 <u>Between Trains</u>	00 00 to 24 00 daily. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK</u>		
<u>UNTIL FURTHER NOTICE</u>		
361 Inverness and Lentrán	All	07 30 to 17 00 daily. Signalling work.
362 Dingwall and Invergordon	Single <u>Between trains</u>	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 <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
364 Fearn Station	Single <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
365 Tain Station	Down and Up <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
366 Dunrobin Station	Single <u>Between trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
<u>SATURDAY 4 and SUNDAY 5 OCTOBER</u>		
367 Brora and Helmsdale	Single BLOCKED	20 45 Sat to 18 00 Sun. Track renewal and track maintenance between 90m105yd and 101m880yd.
<u>SATURDAY 4 to FRIDAY 10 OCTOBER</u>		
368 Inverness Station	All <u>Between trains</u>	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 <u>Between Trains</u>	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.
<u>SUNDAY 5 OCTOBER</u>		
370 Clachnaharry and Lentrán	Single <u>Between Trains</u>	00 00 to 08 00. Unloading signalling material.
371 Invergordon and Tain	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 31m638yd and 44m506yd.
372 Ardgay and Lairg	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 57m1540yd and 66m1716yd.
373 Lairg and Rogart	Single <u>Between Trains</u>	08 00 to 17 00. Bridgework at (UB No.198). Mechanical equipment in use.
374 Helmsdale and Forsinard	Single <u>Between Trains</u>	09 00 to 16 00. Track maintenance between 101m880yd and 125m1518yd.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK - continued</u>		
<u>SUNDAY 5 and MONDAY 6 OCTOBER</u>		
375 Helmsdale and Forsinard	Single <u>Between Trains</u>	20 45 Sun to 06 00 Mon. Track maintenance between 101m880yd and 125m1518yd.
<u>MONDAY 6 to FRIDAY 10 OCTOBER</u>		
376 Brora and Helmsdale	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 95m55yd and 95m455yd.
377 Forsinard and Georgemas Jn	Single <u>Between Trains</u>	20 45 Mon to Thu to 06 00 Tue to Fri. Track maintenance between 125m1518yd and 147m440yd.
<u>DINGWALL TO KYLE OF LOCHALSH</u>		
<u>UNTIL FURTHER NOTICE</u>		
378 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
379 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.
<u>SUNDAY 5 OCTOBER</u>		
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 48m16yd and 48m1550yd. 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
<u>SUNDAY 5 to FRIDAY 10 OCTOBER</u>		
381 Achnasheen and Strathcarron	Single <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB Nos.85 and 89). Crane and mechanical equipment in use.
<u>MONDAY 6 to FRIDAY 10 OCTOBER</u>		
382 Strathcarron and Kyle of Lochalsh	Single <u>Between Trains</u>	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.

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 0m110yd and 0½mp 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 35m1630yd and 36½mp and between 36m1080yd and 37m1540yd. (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)

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)

\* \*  
\*

HUNTERSTON - The application of the undernoted signals has been altered as shown:-

Signal	Aspect	Route Indication where provided	Application 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
H518	Main	Position 1 Junction Indicator	Up Freight Line
	Main	-	Up Largs Line

(28)

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

Signal	Aspect	Route Indication where provided	Application To or Towards
<b>UP MAIN</b>			
+ CD72	Main	-	CD71
	Position Light	-	Reception line or Reception/Departure line
<b>DOWN MAIN</b>			
CD62	Main	-	CD63
	Position Light	-	Yard or Washer Line
x CD74	Main	-	CD82
	Position Light	-	Reception line or Reception/Departure line
CD82	Main	Position 1 Junction Indicator	CD70
<b>YARD</b>			
CD80	Main	-	CD70
	Position Light	-	East Headshunt
<b>WASHER LINE</b>			
CD81	Main	-	CD70
	Position Light	-	East Headshunt
<b>RECEPTION/DEPARTURE LINE</b>			
CD83	Main	-	CD64
<b>HEADSHUNT/DEPARTURE LINE</b>			
CD84	Main	-	CD64
<b>RECEPTION LINE</b>			
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 where provided	From	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.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCLYDEBANK 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) ☒ (28)

MILLERHILL - Down East Goods Signal M4I 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 C1

A new colour light signal, C1, 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.

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:-

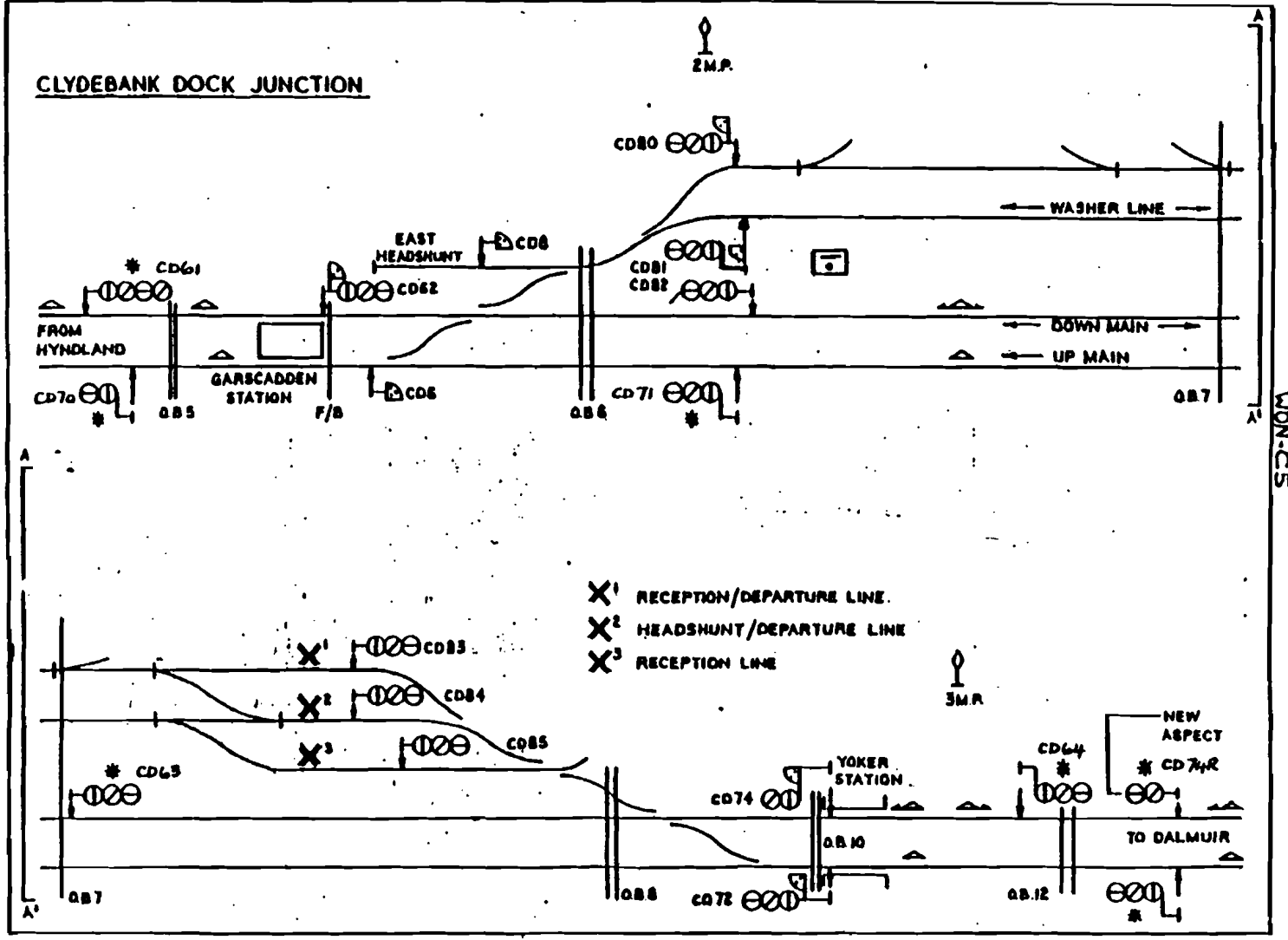
Millburn Jn

- 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 level.
- ⑤7 - Down Aviemore towards Up Aviemore.
- ⑦4 - Up Forres distant, situated 480 yards from the home signals.

Welsh's Bridge

- ◇37 - 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.
- ◇77 - Back along Up Aviemore.

CLYDEBANK DOCK JUNCTION



NON-C.S

## EXPLANATION OF SYMBOLS.

### COLOUR LIGHT SIGNALS.

#### 2 ASPECT SIGNAL.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED OR GREEN  
ASPECT.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED OR YELLOW  
ASPECT.



CAPABLE OF  
DISPLAYING  
YELLOW OR  
GREEN ASPECT.

#### 3 ASPECT SIGNAL.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED, YELLOW  
OR GREEN  
ASPECT.

#### ROUTE INDICATOR



JUNCTION TYPE

RULE BOOK - SECTION 'C'

#### SUBSIDIARY SIGNAL.



POSITION LIGHT  
(NORMALLY OUT)  
PROCEED ASPECT:-  
TWO WHITE  
LIGHTS AT 45°

#### 4 ASPECT SIGNAL.



RED  
ASPECT

CAPABLE OF  
DISPLAYING  
RED, 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



CONTROLLED



HAND POINTS



SPRING POINTS

#### MISCELLANEOUS



MILE POST



EXISTING SIGNAL.



A.W.S.

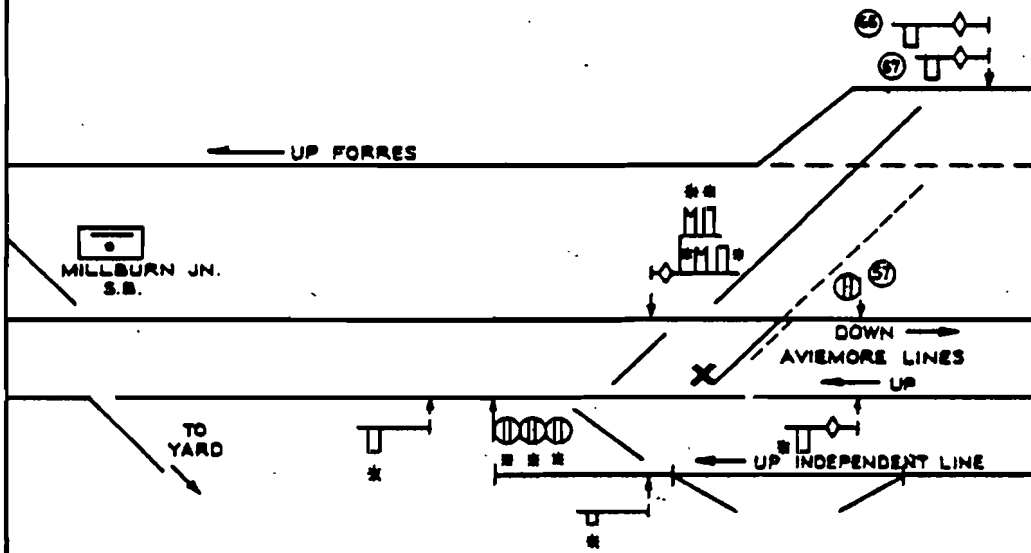


A.W.S. - OPERATIONAL IN DIRECTION  
OF ARROW




A.W.S. - OPERATIONAL IN BOTH DIRECTIONS

**INVERNESS RESIGNALLING  
(STAGE 6)**






**EXPLANATION OF SYMBOLS.**

SEMAPHORE SIGNALS

 — DISTANT

STOP

 — FULL ARM  
 — SMALL ARM  
 — DIAMOND SIGN

 — GROUND DISC.

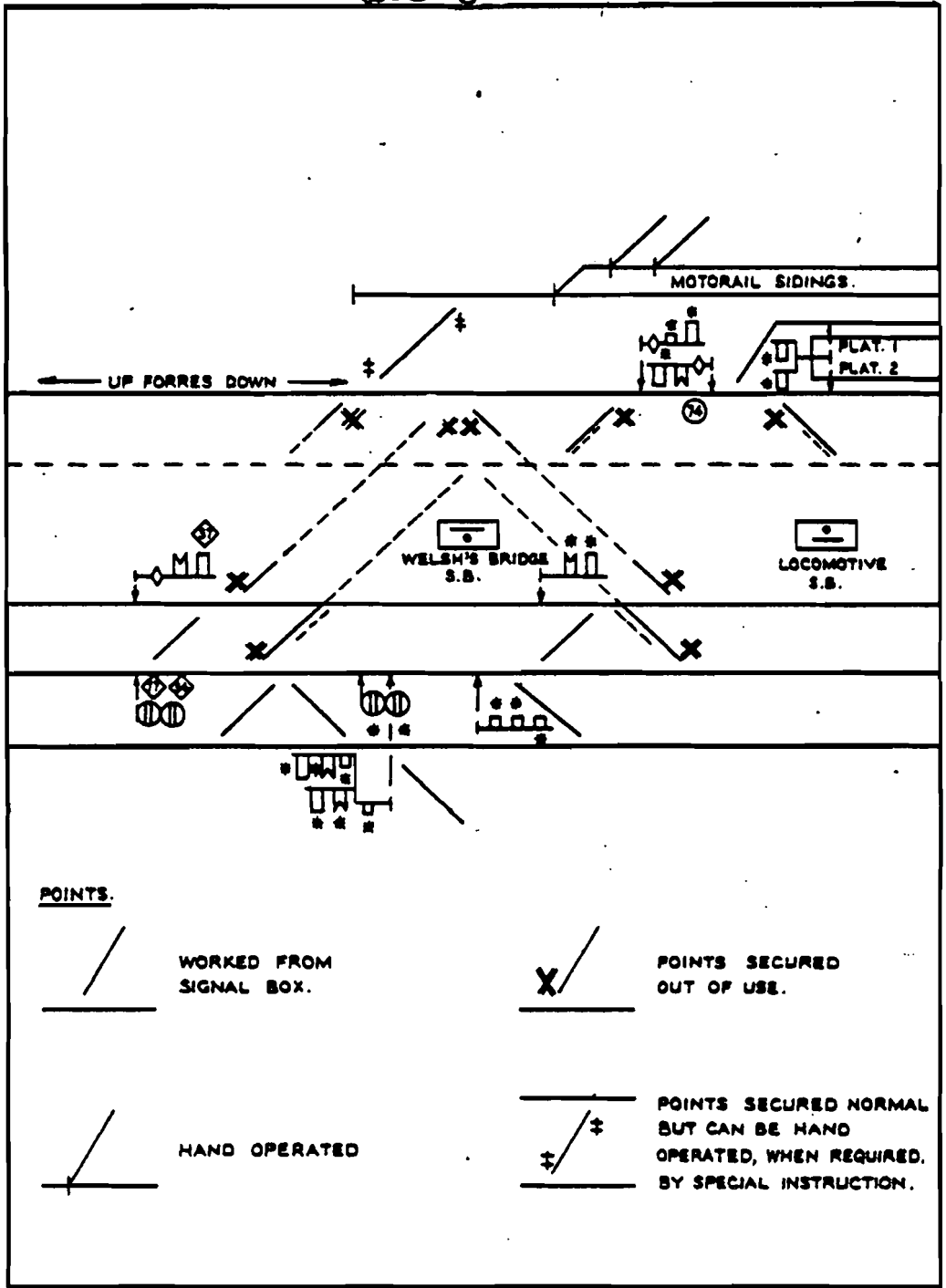
MISCELLANEOUS

\* — EXISTING SIGNAL

57 — SIGNAL OPERATED FROM MILLBURN


 — SIGNAL OPERATED FROM WELSH'S BRIDGE

----- TRACK OUT OF USE

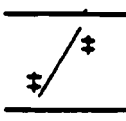


**POINTS.**

 WORKED FROM SIGNAL BOX.

 POINTS SECURED OUT OF USE.

 HAND OPERATED

 POINTS SECURED NORMAL BUT CAN BE HAND OPERATED, WHEN REQUIRED, BY SPECIAL INSTRUCTION.

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). (7/6/86)

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

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 14					
<u>CARLISLE TO GLASGOW CENTRAL</u>					
Between Carlisle South Jn (CE) and Caldew Jn (incl) Amend to read:-					
	Carlisle South Jn (CE)	68 1610			
	<u>Carlisle</u>	69 200			
	Carlisle North Jn	0 420	20	60	<u>All lines and connections</u> <u>0½mp and 68m1340yd.</u>
	Caldew Jn	0 1170 ( 2 220 Goods line)	30	60	<u>0½mp and 0m1280yd</u> <u>Main to Goods line</u>
Pages 19 and 20					
Between Cleghorn LC (AHB) and Garriongill (incl) Amend to read:-					
	Cleghorn LC (AHB)	76 530	90	90	<u>77m260yd and 78m620yd</u> <u>78m620yd and 79m290yd</u> <u>79m290yd and 81½mp</u> <u>81½mp and 84mp</u>
	<u>Carluke</u>	81 1650	90	95	<u>81m510yd and 78m620yd</u> <u>84mp and 84m570yd</u> <u>84mp and 81m510yd</u>
			80	90	CW Up 84m70yd

AWS inductors not provided at Carlisle Station platform signals.

Amended (6/9/86)

MON-DR




SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 19 and 20 - Amend - continued</u>					
	Law Jn (see page 31)	84 150	15	40	Over DPL Entering over and leaving UPL Through jn to Holytown line
			50	80	84m570yd and 84m.p.
			70	70	84m570yd and 84m970yd
			60	60	84m970yd and 84m1430yd
	Garriongill Jn (see page 27)	84 1300			
<u>Page 28</u>					
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>					
Delete : Camps LC and relevant information.					
(23/8/86)					
<u>Page 29</u>					
<u>MIDCALDER JN TO HOLYTOWN JN</u>					
Between Addiewell and Fauldhouse North					
Amend:-					
to read:-					
			50	60	13½mp and 11½mp.
			60	60	13½mp and 11m1220yd
(23/8/86)					
<u>Page 30</u>					
<u>Between Benhar Jn and Carfin</u>					
Delete:					
			60	50	9mp and 7½mp.
			60	50	Over curves 2½mp and 1½mp.
(18/8/86)					
<u>Page 31</u>					
<u>LAW JN TO UDDINGSTON JN</u>					
<u>Between Law Jn and Wishaw Central</u>					
Delete:					
			70	70	Through jn to 84½ (for multiple unit trains)
Amend:					
			50	50	Through jn to 84½ (for other than multiple unit trains)
to read:					
			50	50	Through jn to 84½mp
(27/9/86)					
Add:-					
	OHNS	84 510			
(21/6/86)					

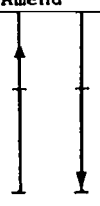
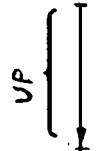

30-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
Page 32	<u>LAW JN TO UDDINGSTON JN</u> Delete:-				CW Up, 0ml30yd (20/4/86)
Page 35	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> <u>Between Rutherglen and Rutherglen North Jn</u> Add:- Rutherglen Footpath LC (RG)	0 506			(6/9/86)
Page 36	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> Amend:- Finnieston to read:- <u>Exhibition Centre</u>	4 70 4 70			(21/6/86)
Page 37	<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u> Add:- Rutherglen Footpath LC (RG)	0 467			(6/9/86)
Page 38	<u>LARKFIELD JN TO SHIELDS JN</u> Amend table to read :-   Larkfield Jn (See pages 25 and 47) West St tunnel (110 yards)  OHNS	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.

MON-DIA

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<u>Page 38 - Amend - continued</u>						
	Terminus Jn (See below and page 48)	101 1080		15	<u>Through jn to Muirhouse Jn.</u>	CW. Up 187 yards after passing Sig G.708.  (3/5/86)
	Shields Jn (See below and page 50)	102 330		25	<u>Through jn.</u>	
<u>SHIELDS JN TO TERMINUS JN (UP THROUGH SDG) GOODS LINE</u>						
<u>Amend table to read :-</u>						
<u>SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)</u>						
	Shields (See above and page 50)	1 684			5 MAXIMUM PERMISSIBLE SPEED	Line in this table is controlled from Glasgow Central.  Amended (7/6/86)
		1 110				
	Terminus Jn (See above and pages 39 and 48).	102 0 101 20				
<u>Page 40</u>						
<u>GRETNNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>						
<u>Between Dumfries South (DS) and Holywood LC</u>						
<u>Amend to read:-</u>						
	Dumfries South (DS)	92 1010		60	<u>92m700yd and 93m1120yd.</u>	(3/8/86)
				45	<u>Over curve, 92m700yd and 92mp</u>	
	Dumfries Stn. (D) (See page 44)	91 1300		30	<u>30 Through stn. on main lines</u> <u>92mp to 91½mp</u>	
	Hollywood LC	88 680				

50-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 41</u>					
					<u>Delete</u> :- Barony Jn., dots signifying block post and all associated information. (27/5/86)
<u>Page 41</u>					
					<u>GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>
					<u>Between Mauchline and Hurlford</u>
					<u>Amend:-</u>
			65	35m1630yd and 36½mp	
			40	36½mp and 36m1080yd	
			65	36m1080yd and 37m1540yd.	
			65	35m1630yd and 36½mp	
			40	36½mp and 36m1080yd	
			65	36m1080yd and 37m1540yd	(21/9/86)
<u>Page 44</u>					
					<u>Delete</u> :- <u>BARONY JN TO BARONY COLLIERY (GOODS LINE)</u> table. (27/5/86)

NON-DG

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
Page 47					
	<u>KILMARNOCK TO BARASSIE</u>				
	Amend:- Gatehead LC				
	to read:- Gatehead LC (AHB)	2 1320			(29/6/86)
	Amend:- Shewalton Moss GF (incl) to Barassie to read :-				
	Shewalton Moss GF (S) (See below and Local Instructions Page 26	5 1540	40	40	5m1320yd and 5m1540yd
	Barassie (See Page 53)	7 1230	30	30	Over curve and through jn 7½mp and 7m1230yd.
					Controlled from Paisley.
					Amended (25/5/86)
Page 50					
	<u>BRIDGE STREET JN TO STRANRAER</u>				
	Amend 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED entries to read:-				
	BETWEEN BRIDGE ST JN AND 19m1390yd AT GLENGARNOCK		75	75	MAXIMUM PERMISSIBLE SPEED
	BETWEEN ELDERSLIE AND BOGSIDE		40	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION.
	BETWEEN 19m1390yd AT GLENGARNOCK AND 39m20yd AT FALKLAND		90	90	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN ELECTRIC TRAINS
	BETWEEN 19m1390yd AT GLENGARNOCK AND 39m20yd AT FALKLAND		75	75	MAXIMUM PERMISSIBLE SPEED FOR ELECTRIC TRAINS
	BETWEEN 39m20yd AT FALKLAND AND 0½mp AT GIRVAN		60	60	MAXIMUM PERMISSIBLE SPEED
					(28/9/86)
	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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Yd	Down	Up		At or between
Pages 51 - 54							
Amend Arkleston Jn (incl) to Dalrymple Jn to read:							
	Arkleston Jn	5	920	<u>30</u>		Entering, over and leaving Down goods loop	DGL 3300f (1005m)
				<u>40</u>	<u>40</u>	Entering, over and leaving Up goods loop	UGL 2710f (825m) (bi-directional)
				<u>45</u>	<u>45</u>	6 $\frac{1}{2}$ mp and 7mp	
	Paisley (P)	6	660	<u>35</u>	<u>35</u>	Between Ayr lines and Gourock lines	
	Paisley Gilmour St (see page 57)	6	1010				
		6	1170				
		6	1610				
		8	1080	<u>40</u>	<u>40</u>	Through facing crossover	UPL 1285f (390m) (bi-directional)
				<u>40</u>	<u>40</u>	Entering over, and leaving "n passenger loop	
	Elderslie	9	70				
	9	970	<u>40</u>	<u>40</u>	Through Main line crossover		
Johnstone	10	200					
	15	530	<u>40</u>	<u>40</u>	Through Lochwinnoch crossovers		
Lochwinnoch	15	1250					
OHNS	15	1550					

MON-DB

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51 - 54 - Amend	- continued				
	<u>Glengarnock</u>	19 1390	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u> UGL 865f (260m) (bi-directional)
		20 1390	<u>40</u>	<u>40</u>	<u>Through Main line facing crossover.</u>
			<u>40</u>	<u>40</u>	<u>Entering over and leaving Down Passenger Loop.</u> (bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150			
	Brownhill	21 620			
	Swinlees (Roche)	21 840	<u>40</u>	<u>40</u>	<u>Entering over and leaving Up Passenger Loop.</u> UPL2290f (695m) (bi-directional)
		21 1630	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u>
	<u>Dalry</u>	22 920			
	Kilwinning Jn (See page 61)	25 1560	<u>40</u>		<u>Through jn to Ardrossan.</u> UGL 1365f (415m) DRS 1054f (320m). <u>25 Entering over and leaving Up Goods Loop.</u>
	<u>Kilwinning</u>	26 0		<u>40</u>	<u>Through trailing crossover.</u>
	Byrehill Jn (See page 63)	26 1540		<u>25</u>	<u>Through jn to Dubbs Jn.</u>
	Bogside (see page 64)	27 1560		<u>10</u>	<u>To Snodgrass branch.</u>
			<u>40</u>		<u>Through Main line trailing crossover.</u>

64-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
Pages 51 - 54 - Amend - continued				mph		
	<u>Irvine</u>	29	620			
	Gailes LC (AHB-X)	31	370	X40	X40	Approaching level crossing in wrong direction.
				40	40	Over Main line trailing crossover.
				60	75	32m1610yd and 0m370yd.
	<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.
	Up main signal PB286	0	1630			
				75	75	Entering, over and leaving UGL 0m370yd and 0m950yd
				60	60	Over curves, 0m950yd and 1m570yd
				75	75	1m570yd and 35m200yd (total distance 1610yd)
	<u>Troon</u>	1	350			
		1	1100			
		2	330			
		35	110			
	Monkton Siding GF (S)	36	620			
	<u>Prestwick</u>	37	750			
	Falkland	38	1610			
				50	50	39m20yd and 40m290yd

DPL 1180f (355m)

UGL 1305f(395m)

DGL 760f (230m)

OIG-NOM



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down mph	Up mph		At or between
<u>Pages 51-54 - Amend - continued</u>							
	<u>Newton-on-Ayr</u>	39	730				
	Newton Jn (See page 64)	39	880		10	<u>Through jn to Ayr Harbour Jn.</u>	
	OHNS	39	900		20	<u>Through jn to Killoch branch</u>	
	Down Ayr Signal PA340	39	970	40	40	<u>40m290yd and 40m680yd</u>	
				40	25	<u>40m680yd and 40m920yd</u>	
				50	50	<u>40m920yd and 40m1740yd</u>	
<u>Ayr</u>		40	1080				
		40	1360	30	30	<u>Through crossover.</u>	
	Belmont LC (CCTV)	41	990		45	<u>Through crossover.</u>	
	Dalrymple Jn (See page 65)	43	1170		20	<u>Through jn to Benbane branch</u>	
<u>Page 55</u>							
	<u>Between Girvan and Pinwherry</u>			20	20	<u>Bridge No.9, 1m680yd and 1m730yd.</u>	
	<u>Amend:-</u>			45	45	<u>Bridge No.9, 1m680yd and 1m730yd.</u>	
	to read:-						(1/9/86)

Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes. Controlled from Ayr relay room.

Amended (28/9/86)

NON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down	Up		
			mph	At or between		
Pages 61 and 62						
Amend:- KILWINNING JN TO LARGS table to read:-						
	Kilwinning Jn (See Page 53)	25 1540	60	60	MAXIMUM PERMISSIBLE SPEED	The lines between Kilwinning Jn and Hunterston (excl) are controlled from Paisley SC.            DGL 1515f (460m)            All lines between Hunterston and Largs are controlled from Hunterston.
			40	25	Through jn. Entering over and leaving Up Goods Loop.	
	Kilwinning	26 0	40	40	25m1560yd and 26m150yd	
	Dubbs Jn (See Page 63)	26 1500	40	40	Through facing crossover.	
			25	25	Through Jn to Byrehill Jn.	
			40	40	Through trailing crossover.	
			40	40	Entering Down Goods loop.	
	Stevenston (See Page 62)	28 550				
	Stevenston LC	28 680	50	50	29m730yd and 29m690yd	
	Saltcoats	29 1210	50	50	Through connection to Up Largs.	
	Ardrossan Sth Beach. (See Page 63)	30 840 30 1060	25 50	25 50	Through jn to Ardrossan Harbour. 30m1060yd and 3lmp.	
	West Kilbride Hunterston (H) (See Page 63)	35 220 36 1140	25	25	Over connection Single line to Up Freight.	
Fairlie High Sdg GF (S)	38 1650					

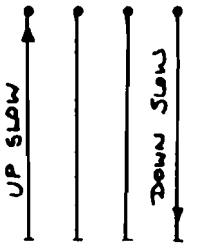
MON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 61 and 62 - Amend - continued</u>					
Y	Fairlie High	39 20			
	Fairlie Tunnel (990 yards)	39 260 to 39 1250			
	Admiralty Sdg GF (S)	39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.
	Largs	42 150			(Amended 28/9/86)
<u>Page 62</u>					
Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
A	Misk	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED
	Stevenston (See Page 61)	0 0			
<u>Page 63</u>					
Add:-					
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
T	Ardrossan Sth Beach (See Page 61)	30 840	25	25	MAXIMUM PERMISSIBLE SPEED
		30 1030			
	Princes St LC (CCTV)	31 150			
	Ardrossan Hbr LC	31 620			
	Ardrossan Hbr	31 840			
See General Instructions page 21 0					
Controlled from Paisley SC. (14/9/86)					
Controlled from Paisley SC. No Train Staff. Controlled from Ardrossan Hbr LC (14/9/86)					

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 64	<u>AYR HARBOUR TO NEWTON JN (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley (1/6/86)
	<u>NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley 1/6/86)
Page 65	<u>DALRYMPLE JN TO BENBANE (GOODS LINE)</u> Amend reference in Remarks column to			"Ayr" to read "Paisley"	(1/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Linlithgow Engineer's Sdg Amend:- GSP (S) to read:- GF (S)				(21/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Bo'ness Add:- DPL 970E (295m) to remarks column.				(6/9/86)
Page 79	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Amend : Cadder (East end) to Cadder (West end) to read:-				
	 Cadder (East end) (CR)	5 880	15	<u>Entering Down slow line.</u>	
			30	<u>Over and leaving Down slow line.</u>	
	Cadder (West end)	4 1010	30	<u>Entering, over and leaving Up slow line</u>	All lines between Cadder (West end) (incl.) and <u>Queen St</u> are controlled from Cowlairs. (23/8/86)

NON-DIM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Page 80						
<u>EDINBURGH TO</u>	<u>GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
<u>Amend Cowlairs</u>	<u>West Jn to Queen St High Level</u>				<u>to read:-</u>	
	Cowlairs West Jn (see page 90 for West Curve line and page 79 for Springburn line)	1 1470		<u>15</u>	<u>Through jn to Maryhill Park</u> <u>Through jn, main passenger line</u> <u>to Springburn</u>	
				<u>20</u>		
				<u>40</u>	<u>40</u>	<u>Through facing crossover</u> <u>Through trailing crossover</u> <u>Entering and leaving Down</u> <u>Passenger loop East end</u>
				<u>50</u>		
				<u>20</u>		
			<u>40</u>	<u>40</u>	<u>1m660yd and Queen St High Level</u> <u>tunnel Down direction</u>	
			<u>20</u>		<u>Entering and leaving Down</u> <u>Passenger loop and Down</u> <u>departure line West end</u>	
		1 330	40	40	<u>Through facing crossover</u>	
	Queen St High Level tunnel (990 yards)	0 1320 to 0 330	<u>20</u>	<u>20</u>	<u>Through tunnel Down direction</u>	
	<u>Queen St High Level</u>	0 00	<u>50</u>	<u>50</u>	<u>Omp to 2 1/2mp Up direction</u>	
Page 80						
<u>Delete:-</u>	<u>COWLAIRS TO PORT DUNDAS (GOODS LINE)</u>				<u>table</u>	
					(28/6/86)	

DPL 735f (225m)

MON-012

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 81</u>					
<u>POLMONT JN TO LARBERT JN</u>					
<u>Amend:-</u> <u>to read:-</u>	Between Polmont Jn and 24m1120yd		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	Between 24m1120yd and Larbert Jn		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
<u>Add:-</u>			<u>50</u>	<u>50</u>	<u>21m440yd and 21<math>\frac{1}{2}</math>mp.</u>
<u>Delete:-</u>			<u>40</u>	<u>40</u>	<u>Over curves 22<math>\frac{1}{2}</math>mp and 23m220yd.</u>
<u>Add:-</u>			<u>55</u>	<u>55</u>	<u>Over curves 22m530yd and 22m1210yd.</u>
			<u>50</u>	<u>50</u>	<u>23m1340yd and 23m1600yd.</u>
<u>Page 85</u>					
<u>AIRDRIE TO HELENSBURGH</u>					
<u>Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to read:-</u>					
	BETWEEN KNIGHTSWOOD NORTH JN AND 22m1140yd		<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 22m1140yd AND HELENSBURGH		<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED

(23/8/86)

(5/10/86)

MON-D16

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<b>Page 92</b>					
	<u>HYNDLAND NORTH JN TO HYNDLAND WEST JN</u> Hyndland West Jn <u>Add:-</u>				S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
	<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u> Hyndland West Jn <u>Add:-</u>				S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
	Clydebank Dock Jn <u>Add:-</u>		30		
			30	<u>Through east end main line trailing crossover.</u> <u>Through west end main line facing crossover.</u>	(14/9/86)
<b>Page 94</b>					
	<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>				
	<u>To read:-</u>				
	<u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>				
			5	5	MAXIMUM PERMISSIBLE SPEED
	Clydebank Central Jn (See page 93)	0 0			Controlled from Clydebank Dock Jn
		0 90 109 110			Only one train may be allowed on the line at a time (30/8/86)
	Old Kilpatrick	111 570			
<b>Page 95</b>					
	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>				
	<u>Delete note in Remarks column.</u>				
			25	35	0m110yd and 0 1/2mp (5/7/86)
	<u>Delete:-</u>				(5/10/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
Page 99						
	CRIANLARICH TO OBAN					
	<u>Delete</u> note in Remarks column.					(5/7/86)
Page 100						
	MALLAIG JN TO MALLAIG					
	<u>Amend</u> note in Remarks column to read :-					The line between Mallaig Jn and Annat in both directions is not AWS fitted. (5/7/86)
Page 101						
	MALLAIG JN TO MALLAIG					
	Morar LC (AOCL)	36	1230			
	<u>Delete</u> :- note in remarks column					(21/9/86)
Page 102						
	TWEEDMOUTH TO EDINBURGH WAVERLEY					
	<u>Amend</u> :- 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED entries to read :-					
	BETWEEN TWEEDMOUTH AND BERWICK			125	125	MAXIMUM PERMISSIBLE SPEED
	BETWEEN BERWICK AND 69MP			100	100	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 69MP AND 52M790YD			90	90	MAXIMUM PERMISSIBLE SPEED
	Between Tweedmouth and <u>Berwick-upon-Tweed</u>					
	Tweedmouth (T)					
	<u>Add</u> :- mileage	65	1720			(13/9/86)
	<u>Amend</u> last catch points entry in Remarks column to read :-					
	<u>Add</u> in Remarks column :-					
	Berwick-upon-Tweed					
	<u>Add</u> :- mileage	67	00			(13/9/86)
						CW. Connection from Down Goods loop (north end) to Down Main line. The Down line through Berwick Station is worked in both directions.



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed restrictions		Remarks	
			Down mph	Up mph		At or between
<u>Page 103</u>						
<u>Amend :-</u>			<u>90</u>	<u>90</u>	<u>67m1520yd and 69mp.</u>	
			<u>80</u>	<u>80</u>	<u>69mp and 69m1450yd.</u>	
<u>to read :-</u>			<u>95</u>	<u>90</u>	<u>67m1520yd and 69mp.</u>	(19/5/86)
			<u>90</u>	<u>80</u>	<u>69mp and 69m1450yd.</u>	
<u>Add:-</u>			<u>85</u>	<u>85</u>	<u>69m1450yd and 53m750yd.</u>	(15/6/86)
	Torness Siding GSP (S)	32 1690				
<u>Pages 119 and 120</u>						
	<u>HAYMARKET WEST JN TO ABERDEEN</u> Between Usan and Montrose South					
<u>Add: T to Signalling System Column</u> (This amends the item published in WON No.21)						(23/8/86)
<u>Page 130</u>						
	<u>PERTH TO INVERNESS</u>					
<u>Amend:-</u>			<u>65</u>	<u>65</u>	<u>20m510yd and 21m900yd</u>	
			<u>60</u>	<u>60</u>	<u>Over curves, 23m1430yd and 23m1650yd</u>	
<u>To read:-</u>			<u>65</u>	<u>65</u>	<u>20m310yd and 21m1030yd</u>	
			<u>60</u>	<u>60</u>	<u>Over curves, 23m1340yd and 23m1650yd</u>	(19/4/86)
<u>Page 133</u>						
<u>Delete</u>	<u>/T/</u>	65 880				
	<u>/T/</u>	68 1450				(21/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks																																																						
			Down mph	Up mph																																																							
<p>Pages 134 and 135</p> <p style="text-align: center;"><u>Amend Between Culloden Moor and Inverness to read:</u></p> <div style="display: flex; align-items: center;"> <div style="flex: 1;"> </div> <div style="flex: 2;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Culloden Moor</td> <td style="width: 15%;">111</td> <td style="width: 15%;">660</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 20%;"></td> </tr> <tr> <td style="text-align: center;">/T/</td> <td>114</td> <td>880</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">55</td> <td style="text-align: center;">55</td> <td>Over curves, 116m1120yd and 117m310yd</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">40</td> <td style="text-align: center;">40</td> <td>117m310yd and 117m380yd</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">15</td> <td style="text-align: center;">15</td> <td>117m380yd and 118m70yd</td> </tr> <tr> <td>Millburn Jn (see page 141)</td> <td>117</td> <td>440</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Welsh's Bridge (see pages 141 and 143)</td> <td>117</td> <td>1230</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Locomotive</td> <td>117</td> <td>1470</td> <td></td> <td></td> <td></td> </tr> <tr> <td><u>Inverness</u></td> <td>118</td> <td>70</td> <td></td> <td></td> <td></td> </tr> </table> </div> </div>						Culloden Moor	111	660				/T/	114	880							55	55	Over curves, 116m1120yd and 117m310yd				40	40	117m310yd and 117m380yd				15	15	117m380yd and 118m70yd	Millburn Jn (see page 141)	117	440				Welsh's Bridge (see pages 141 and 143)	117	1230				Locomotive	117	1470				<u>Inverness</u>	118	70			
Culloden Moor	111	660																																																									
/T/	114	880																																																									
			55	55	Over curves, 116m1120yd and 117m310yd																																																						
			40	40	117m310yd and 117m380yd																																																						
			15	15	117m380yd and 118m70yd																																																						
Millburn Jn (see page 141)	117	440																																																									
Welsh's Bridge (see pages 141 and 143)	117	1230																																																									
Locomotive	117	1470																																																									
<u>Inverness</u>	118	70																																																									
<p>Page 135</p> <p style="text-align: center;"><u>PERTH TO DUNDEE CENTRAL JN</u></p> <p style="text-align: center;"><u>Amend between Perth and Jn with single line to read:-</u></p> <div style="display: flex; align-items: center;"> <div style="flex: 1;"> </div> <div style="flex: 2;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Perth (P) (see pages 71 and 129)</td> <td style="width: 15%;">21</td> <td style="width: 15%;">20</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 20%;"></td> </tr> <tr> <td><u>Perth</u></td> <td>20</td> <td>1410</td> <td></td> <td></td> <td>20 Through connection, Dundee Loop line to main line immediately in advance of Sig P46.</td> </tr> <tr> <td>Jn with single line</td> <td>20</td> <td>1080</td> <td style="text-align: center;">15</td> <td style="text-align: center;">15</td> <td>Sig P65 and sig P112.</td> </tr> </table> </div> </div>						Perth (P) (see pages 71 and 129)	21	20				<u>Perth</u>	20	1410			20 Through connection, Dundee Loop line to main line immediately in advance of Sig P46.	Jn with single line	20	1080	15	15	Sig P65 and sig P112.																																				
Perth (P) (see pages 71 and 129)	21	20																																																									
<u>Perth</u>	20	1410			20 Through connection, Dundee Loop line to main line immediately in advance of Sig P46.																																																						
Jn with single line	20	1080	15	15	Sig P65 and sig P112.																																																						

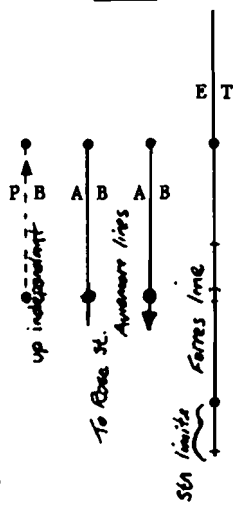
(28/9/86)

(14/6/86)

MON-D20

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Page 140						
<b>ABERDEEN TO INVERNESS</b>						
Amend:-	Kinloss LC (AHB)	3	220			
to read:-	Kinloss LC (AHB)	2	1650			
Amend:-	Forres LC	0	330			
to read:-	Forres LC	0	352			(2/8/86)
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>						
Amend				20	20	<u>131m1210yd and 132m110yd.</u>
				60	60	
to read:-				20	20	<u>131m1210yd and 132m110yd.</u>
				60	60	(9/8/86)
Page 141						
<u>Amend between Allanfearn LC (AOCL) and Inverness to read:</u>						
	Allanfearn LC (AOCL)	140	1210	25	35	<u>Approaching LC</u>
				40	55	
				15	15	<u>143m170yd and 143m440yd</u>
	Raigmore LC	143	200			
	Millburn Jn	143	440	10	10	<u>Over single connecting line</u>
	(see page 134)	117	440			<u>between Forres and Aviemore lines</u>
				15	15	<u>117mp and 118m70yd</u>
	Welsh's Bridge	117	1230			
	(see pages 135 and 143)					
	Locomotive	117	1470			
	<u>Inverness</u>	118	70			(28/9/86)



MON-D21

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 143</u>					
	<u>INVERNESS TO WICK</u>				
	Between Welsh's Bridge and Clachnaharry				
	<u>Amend</u>		<u>20</u>	<u>20</u>	<u>117m1230yd and 0m900yd</u> <u>(total distance 1010yd)</u>
	to read:-		<u>15</u>	<u>15</u>	<u>117m1230yd and 0m500yd</u> <u>(total distance 610yd)</u>
			<u>20</u>	<u>20</u>	<u>0m500yd and 0m900yd</u>
	Between <u>Dingwall</u> and <u>Invergordon</u>				
	<u>Delete:-</u> ET from Signalling System column.				(28/9/86)
					(21/6/86)
<u>Page 144</u>					
	<u>Delny LC (AOCL)</u>		<u>30</u>	<u>30</u>	<u>Approaching L.C.</u>
	<u>Amend:-</u>		<u>55</u>	<u>55</u>	
	to read:-		<u>30</u>	<u>30</u>	<u>Approaching L.C.</u>
			<u>55</u>	<u>55</u>	
	<u>Tain - Delete:-</u>		<u>15</u>	<u>15</u>	<u>Through loop connections.</u>
					(30/8/86)
					(21/6/86)
<u>Page 145</u>					
	<u>Amend:-</u> Kirkton LC (Open)		<u>25</u>	<u>25</u>	<u>Approaching LC</u>
	to read:- Kirkton LC (AOCL)		<u>30</u>	<u>30</u>	<u>Approaching LC</u>
			<u>55</u>	<u>55</u>	
	Between Brora L.C. (AOCL) and Brora				
	<u>Amend:-</u> Brora LC (AOCL)	90 680	<u>10</u>	<u>10</u>	
	Brora	90 1060	<u>15</u>	<u>15</u>	
	to read:- Brora LC (AOCL)	90 680	<u>10</u>	<u>10</u>	
	Brora	90 1060	<u>15</u>	<u>15</u>	
					(30/8/86)
	Between Brora and Helmsdale				
	<u>Add:-</u> Dalchalm (AOCL)	91 660	<u>25</u>	<u>25</u>	<u>Approaching LC</u>
			<u>50</u>	<u>50</u>	
					(18/5/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
<u>Page 148</u>						
	<u>DINGWALL TO KYLE OF LOCHALSH</u> <u>Garve</u>					
	<u>Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through Loop connections.</u> (21/6/86)
<u>Page 149</u>						
	<u>Achnasheen - Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through loop connections.</u>
	<u>Strathcarron - Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through Loop connections.</u> (21/6/86)
<u>Page 156</u>						
	<u>HAYMARKET WEST JN TO ABERDEEN</u> Between Usan and Montrose South					
	<u>Add : T to Signalling System Column</u> (This supersedes the item published in WON No.21)					(23/8/86)
<u>Page 157</u>						
	<u>Amend:-</u> <u>to read:-</u>					
	<u>Portlethan</u> <u>Portlethen</u>					(30/8/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down Up mph	At or between		
Page 166	Amend between Culloden Moor and Inverness to read:					
	Culloden Moor	111 660	40	Up line to single line		
	<u>/T/</u>	114 880	65	65	Over curves, 116m1120yd and 117m310yd	
			40	40	117m310yd and 117m380yd	
			15	15	117m380yd and 118m70yd	
	Millburn Jn (see page 141)	117 440				
	Welsh's Bridge (see pages 141 and 143)	117 1230				
	Locomotive	117 1470				
<u>Inverness</u>	118 70					

(28/9/86)

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

## SECTION 2

## TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 1</u>			
<u>Gretna Jn to Eglinton Street Jn (via Kilmarnock)</u>			
<u>Delete :- Barony Jn/Auchinleck entry</u>			(27/5/86)
<u>Page 2</u>			
<u>Delete - Admiralty Sdg./Fairlie High entry</u>			(11/5/86)
Stevenston No.2/Stevenston No.1 entry			(10/8/86)
<u>Delete -</u>			
<u>Holm Jn to Ardrossan Harbour and relative entries.</u>			(1/6/86)
<u>Page 4</u>			
<u>Delete:-</u>			
<u>Clydebank Central Jn to Old Kilpartick (Goods Line) and relative entries</u>			(30/8/86)
<u>Page 6</u>			
<u>Perth to Inverness</u>			
<u>Delete :- last four entries</u>			
<u>Add</u>			
Millburn Jn/Locomotive box	Single	F	ECS
Locomotive box/Millburn Jn	Single	F	ECS
<u>Aberdeen to Inverness</u>			
<u>Delete :- last two entries</u>			
<u>Add:-</u>			
Millburn Jn/Locomotive box	Single	F	Trains for goods yard
<u>Page 7</u>			
<u>Inverness to Wick</u>			
<u>Amend:-</u>			
Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles.
<u>To read:-</u>			
Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)
<u>TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9</u>			
Signal Box	Signal		Remarks
<u>Page 9</u>			
<u>Perth to Inverness</u>			
<u>Amend entry under this heading to read :-</u>			
Inverness Locomotive	Down home		For backing movements from Millburn Jn to passenger station. (28/9/86)
<u>Inverness to Wick</u>			
Dingwall	<u>Delete</u> entry in Remarks column		(21/6/86)

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

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

From	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
<u>Add:-</u>				
<u>Kilwinning Jn to Largs</u>				
Stevenston	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 Notice No.16 Amended (27/9/86)

Page 12Add :-Perth to Inverness

Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	-

Add :-Aberdeen to Inverness

Millburn Jn	Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-

Inverness to WickAdd :-

Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-

(28/9/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEXAdd:-

Class 318 Electric Multiple Units-Emergency Couplings

Page  
56

(1/9/86)

Anti-Vandal trains

79

(31/5/86)





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:-

<u>From</u>	<u>To</u>	
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 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add:- Ardrossan South B. ach to Ardrossan Harbour  
 Carmondean Jn to Bathgate Station

(14/9/86)

Page 24BREAKDOWN CRANES

Amend tabular information to read :-

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 25BREAKDOWN ARRANGEMENTSGENERAL 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

(21/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPROHIBITIONS AND SPEED RESTRICTIONS  
ON INDIVIDUAL BREAKDOWN CRANESPROHIBITIONS

Amend tabular information to read:-

<u>Location</u>	<u>Crane Nos. Affected</u>
Auchmuty Branch )	ADRC 95204, 96711, 96705, 96715, 96700
Inverness Harbour Branch )	(21/6/86)

Page 26

SPEED RESTRICTIONS

Amend tabular information to read:-

<u>Location</u>	<u>Speed mph</u>	<u>Crane Nos. Affected</u>
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

(16/9/86)

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 communication 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 heard 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 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 61WORKING OF DIESEL MULTIPLE UNIT TRAINS

Delete - Anti-Vandalism train and relative instruction

(31/5/86)

Page 79 - AddANTI-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 5Z97 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. <u>Assisting in rear</u>			
2. <u>Areas of Signalling Restraint</u>			
<u>Carlisle to Glasgow Central</u>			
<u>Amend - Uddingston to Motherwell entry to read :-</u>			
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 :-

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) :-

<u>Signal No.</u>	<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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedINSTRUCTIONS 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

<u>Platform No</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>				
1	G2	G38	<u>Ayr</u> 1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
12	-	G63	1	P139
13	-	G67	2	P138

\* First signal quoted is nearest buffer stop.

(28/9/86)

Page 101STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINESDelete: Cadder Down Goods line from table.

(3/8/86)

SECTION 4LOCAL INSTRUCTIONSINDEX

B

	<u>Page</u>	
<u>Page (i) Delete:-</u> Barony Colliery Branch	26	(27/5/86)
<u>Page (iii) Delete</u> Fairlie entry		(11/5/86)
<u>Page (iv) Add :-</u> Largs entry	35	(27/9/86)
<u>Page (v) Add :-</u> 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 JN 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)



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 COY' IERY (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

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 Cowlairst 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 COWLAIRST 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 Cowlairst 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 COWLAIRST 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:-

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.
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

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 Signaller. He must keep the token under his own charge, except as laid down in clauses 6 and 11 until he reaches the end of the Section, when he must give it up to the Signaller or other duly authorised person, except as provided in clause 7.
- 3.1 The Signaller, except where some other person is specially appointed to the duty, is the sole person authorised to receive a token from and deliver one to the Driver or Drivers Assistant.

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

In the case of Corroul, tokens must only be exchanged at a stop board at Corroul Station or in the loop.

4. Warning Arrangement

When a train is allowed to go forward from Garelochhead, Spean bridge or Glenfinnan, under the Warning Arrangement the Signaller will, when authorising the driver to proceed, verbally instruct him that the section is clear to the next home signal only.

In the case of Corroul, when a train is allowed to go forward from Rannoch or Tulloch towards Corroul under the Warning Arrangement, the signaller 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 - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 57 - Add - continued8. 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, Taynult, Glenfinnan or Arisaig (Glenfinnan section) unless he has received the authority of the Signaller 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 Signaller.

<p>(SPECIMEN)</p> <p>BRITISH RAILWAYS (Scottish Region)</p> <p>RANNOCH</p> <p>You may occupy the single line towards</p> <p>BRIDGE OF ORCHY</p> <p>for shunting</p>
---

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 be taken as meaning distant boards and instructions concerned observed as far as can be applied.

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

At Corroul, 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 Corroul, 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 Corroul).

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)

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

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 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. <u>SPECIMEN</u>	DATE _____
<u>BRITISH RAILWAYS</u> <u>(Scottish Region)</u>	
To the Driver of _____ train.	
On arrival at Mallaig you are instructed to shunt the train clear of the single line in accordance with the Local Instructions.	
Authorised by _____	_____
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)

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)

=====

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 temporary 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.

SECTION ATEMPORARY 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.

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>								
1	Floriston LC and Kingmoor	- Up Main	2	53	2	09	$\frac{20}{40}$	Trackwork. (86/28) <u>Finishes 14 00 Sun 12 Oct.</u>
2	Mossband Jn and Gretna Jn	Down -	7	63	8	00	20	Trackwork. (86/29) <u>Begins 14 00 Sun 12 Oct.</u>
3	Shieldmuir Jn and Garriongill Jn	- Up	86	1046	85	1740	$\frac{20}{40}$	Trackwork. (86/26) <u>Finishes 07 00 Sun 12 Oct.</u>
3A	Shieldmuir Jn and Garriongill Jn	- Up	86	1046	86	166	20	Trackwork. (86/29) <u>Begins 07 00 Sun 12 Oct.</u>
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)
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>								
7	Auchengray LC and Carstairs East Jn	- Up	78	860	78	600	20	Trackwork. (86/27)
<u>MIDCALDER JN TO HOLYTOWN JN</u>								
8	Hartwood and Bellside GF	Down -	6	980	6	985	40	Condition of track. (86/4)
<u>LAW JN TO UDDINGSTON JN</u>								
9	Holytown Jn and Ravenscraig No.2	- Up	88	1340	88	1260	40	Condition of track. (86/23)
10	Uddingston Jn	- Up	MINUS		0	400	20	Condition of track. (86/20)

## WON-A2

Location	Lines affected		Mileage		Restriction mph	Remarks
			At M	between Yd		
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>						
11 Anderston Tunnel and Bridgeton	-	Up	1 1230	1 880	20	Condition of track. (85/34)
<u>LARKFIELD JN TO SHIELDS JN</u>						
12 Terminus Jn and Shields Jn	Down	-	101 1140	101 1320	20	Condition of track. (86/63)
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>						
13 Dumfries South	Down	-	92 1100	92 920	<u>20</u> 40	Condition of track. (85/50)
14 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) <u>Finishes 10 00 Sun 12 Oct.</u>
16 Dumfries Station	-	Up	91 440	91 1400	20	Trackwork. (86/19) <u>Finishes 10 00 Sun 12 Oct.</u>
17 Dumfries Station	Down	Up	92 60	91 1320	20	Trackwork. (86/29) <u>Begins 10 00 Sun 12 Oct.</u>
18 Auchinleck and Mauchline	Down	Up	46 440	46 00	20	Trackwork. (86/27)
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>						
19 Crosshill and Pollokshields East	Inner	-	0 1550	0 880	20	Trackwork. (86/17/18) <u>Finishes 08 00 Sun 12 Oct.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>						
20 Lochwinnoch and Glengarnock	Down	Up	18 750	18 790	30	Condition of bridge (UB No.43). (86/24) NOTE : <u>For all trains except Electric/Diesel Multiple Units.</u>
21 Lochwinnoch and Glengarnock	Down	Up	18 750	18 790	60	Condition of bridge (UB No.43). (86/24) NOTE : <u>For Electric/Diesel Multiple Units Only.</u>
22 Kilwinning Jn and Dalry	-	Up	25 1375	25 820	20	Trackwork. (86/25)
<u>PAISLEY TO GOUROCK</u>						
23 Port Glasgow and Woodhall	-	Up	120 740	119 1550	20	Trackwork. (86/24) <u>Finishes 07 30 Sun 12 Oct.</u>
24 Newton Street Tunnel	Down	-	124 320	124 880	20	Trackwork. (86/28)

## WON-A3

Location	Lines affected		Mileage At or between				Restriction mph	Remarks
			M	Yd	M	Yd		
<u>WEMYSS BAY JN TO WEMYSS BAY</u>								
25	Wemyss Bay Jn and Containerbase	Down -	0	120	0	640	20	Trackwork. (86/25)
<u>KILWINNING JN TO LARGS</u>								
26	Stevenson LC and Salcoats	Down -	29	192	29	601	20	Trackwork. (86/29) <u>Begins 09 30 Sun 12 Oct.</u>
27	West Kilbride and Ardrossan South Beach	- Up Freight	33	1100	33	440	20	Trackwork. (86/26)
<u>MOTHERWELL TO PERTH</u>								
28	Kippenross	- Up	122	1650	122	1562	20 40	Bridgework (UB No.4) (86/28)
29	Dunblane and Greenloaning	Down Up	124	1020	124	1180	20	Bridgework (UB No.6). (86/27)
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>								
30	Langloan Jn and Carmyle Jn	Down -	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>								
30A	Haymarket West Jn and Newbridge Jn	Down -	43	820	42	1460	20 40	Trackwork. (86/29) <u>Begins 08 00 Thu 16 Oct.</u>
31	Newbridge Jn and Haymarket West Jn	- Up	39	660	39	1320	20	Trackwork. (86/27) <u>Finishes 10 00 Wed 15 Oct.</u>
<u>NEWBRIDGE JN TO BATHGATE</u>								
32	Newbridge Jn and Cawburn Jn	Down -	33	1060	32	1320	20	Trackwork. (86/17/18)
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>								
33	Garelochhead and Glen Douglas	Single	11	800	11	900	20	Bridgework (UB No.30). (86/29) <u>Begins 18 15 Sun 12 Oct.</u>
33A	Garelochhead and Glen Douglas	Single	12	400	12	500	10	Condition of bridge (UB No.34). (86/12)
34	Arrochar & TARBET and Ardlui	Single	23	200	23	400	20	Bridgework. (UB No.70) (86/25) <u>Finishes 16 00 Sun 12 Oct.</u>

## WON-A4

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>								
35	Berwick-upon-Tweed and Reston GSP	Down	-	50 1203	48 173	173	20	Trackwork. <u>Applies 02 00 to 06 55</u> <u>Fri 17 Oct.</u>
36	Reston GSP and Berwick-upon-Tweed	-	Up	48 173	50 1203	1203	20	Trackwork. <u>Applies 01 30 to 07 00</u> <u>daily Tue 14 to Thu 16</u> <u>Oct.</u>
37	Innerwick GSP and Oxwellmains	Down		32 440	31 1320	1320	<u>20</u> 40	Trackwork. (86/28)
38	Oxwellmains and Innerwick	-	Up	31 1320	32 440	440	20	Trackwork. <u>Applies 08 00 to 16 30</u> <u>Sun 12 Oct.</u>
39	Portobello Jn and Monktonhall Jn	-	Up	3 1640	4 240	240	20	Trackwork. (86/28) <u>Begins 09 00 Sun 12 Oct.</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>								
40	Millerhill and Niddrie South Jn	Down	Up	4 1280	4 1100	1100	20	Condition of track. (85/22)
<u>HAYMARKET WEST JN TO ABERDEEN</u>								
41	Inverkeithing East Jn and Burntisland	Down	-	19 110	19 880	880	20	Trackwork. (86/28)
42	Burntisland and Inverkeithing East Jn	-	Up	19 880	19 110	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	910	20	Trackwork. (86/28)
44	Tay Bridge South and Dundee Central Jn	Down	-	56 910	57 220	220	30	Trackwork. <u>Applies 23 30 Sat 11 to</u> <u>16 15 Sun 12 Oct.</u>
44A	Arbroath LC and Inverkeilor	Down	Up	21 880	22 000	000	70	Condition of track. (86/29) <u>Begins 10 00 Sun 12 Oct.</u>
<u>LADYBANK JN TO HILTON JN</u>								
45	Ladybank Jn and Clatchard Craig South GF	Single		5 1680	6 00	00	20	Bridgework (UB No.13) (86/8)
<u>PERTH TO INVERNESS</u>								
46	Pitlochry and Blair Atholl LC	Single		29 1380	30 320	320	40	Condition of track. (86/24)

## WON-A5

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
<u>ABERDEEN TO INVERNESS</u>							
47	Rosarie LC and Elgin	Single	27	198	26	1078	$\frac{20}{40}$ Condition of track. (85/33)
48	Rosarie LC and Elgin	Single	14	235	13	1227	$\frac{20}{40}$ Trackwork. (86/27)
<u>INVERNESS TO WICK</u>							
49	Brora and Helmsdale	Single	95	55	95	455	20 Trackwork. (86/28)
<u>DINGWALL TO KYLE OF LOCHALSH</u>							
50	Strathcarron LC (AOCL) and Attadale Halt	Single	48	160	48	1550	20 Trackwork. (86/28)

-----









SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>TUESDAY 14 OCTOBER</u>		
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. <u>Trains diverted via Wishaw.</u>
<u>TUESDAY 14 and WEDNESDAY 15 OCTOBER</u>		
91 Bridge Street Jn	No.1 Down line BLOCKED	00 30 to 05 30 daily. Track renewal at points No.376A.
<u>TUESDAY 14 to THURSDAY 16 OCTOBER</u>		
92 Lockerbie and Kirtlebridge GF	Up BLOCKED	02 55 to 05 50 daily. Track maintenance.
<u>WEDNESDAY 15 OCTOBER</u>		
92A Beattock South and Beattock North	Down BLOCKED	07 00 to 09 45. Track renewal.
<u>THURSDAY 16 OCTOBER</u>		
93 Lockerbie and Wamphray GF	Down BLOCKED	06 25 to 09 30. Track renewal.
<u>THURSDAY 16 and FRIDAY 17 OCTOBER</u>		
94 Bridge Street Jn	No. 1 Up line BLOCKED	00 30 to 05 30 daily. Track renewal at points No.376B.
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN UNTIL FURTHER NOTICE</u>		
95 Slateford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
<u>SUNDAY 12 OCTOBER</u>		
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.
<u>THURSDAY 16 OCTOBER</u>		
99 Auchengray LC and Carstairs East Jn	Up BLOCKED	00 30 to 07 20. Track maintenance. <u>Possession to be given up for the passage of 3D67 04 55 Edinburgh to Glasgow Central.</u>
<u>MIDCALDER JN TO HOLYTOWN JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
100 Benhar Jn and Bellside GF	Down and Up BLOCKED	00 00 to 18 00. Track maintenance. <u>Possession to be given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1S41 10 05 Manchester Victoria to Edinburgh over Up line.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

MIDCALDER JN TO HOLYTOWN JN - continued  
TUESDAY 14 to FRIDAY 17 OCTOBER

101 Holytown Jn and Benhar Jn	Up BLOCKED	00 30 to 05 30 daily. Track maintenance. <u>Single line working over Down line.</u>
----------------------------------	------------	--

LAW JN TO UDDINGSTON JN  
UNTIL FURTHER NOTICE

102 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
--	-----	--

SUNDAY 12 OCTOBER

103 Wishaw and Ravenscraig No.2	All	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. <u>Single line working over Up line. 1011 09 35 Edinburgh to Poole and 1541 10 05 Manchester Vic to Edinburgh diverted via R&amp;C lines.</u>
---	--------------	--

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. <u>Trains diverted via Motherwell.</u>
--	---------------------	--

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. <u>Trains diverted via Motherwell. Isolation of electrical sections ML1(a,b,c and k) and ML2(g,h and i).</u>
--	---------------------	---

WEDNESDAY 15 OCTOBER

107 Law Jn and Wishaw Central Jn	Down and Up BLOCKED	00 30 to 05 30. Track maintenance. <u>Trains diverted via Motherwell.</u>
--	---------------------	---

108 Bellshill and Uddingston	Down BLOCKED	01 00 to 04 30. Track maintenance. <u>5D65, 01 40 Craigentenny to Polmadie diverted via Hamilton Central.</u>
---------------------------------	--------------	---

WISHAW CENTRAL JN TO SHIELDMUIR JN  
UNTIL FURTHER NOTICE

109 Wishaw Central Jn and Shieldmuir Jn	All	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.
--	---------------------	--

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>NEWTON WEST JN TO CATHCART WEST JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
111 Newton West Jn and Cathcart East Jn	Down and Up	BLOCKED 00 00 to 08 00. Track renewal.
112 Kirkhill	All	08 00 to 17 00. Signalling work.
113 NOT USED		
<u>THURSDAY 16 and FRIDAY 17 OCTOBER</u>		
114 Cathcart East Jn and Cathcart West Jn	Down and Up	BLOCKED 00 00 to 05 30 daily. Overhead line work. <u>Isolation of electrical sections MN5 and 6 and EW3 and 4.</u>
<u>FRIDAY 17 OCTOBER</u>		
115 Newton West Jn and Cathcart East Jn	Down and Up	BLOCKED 00 00 to 05 30. Loading material.
<u>CATHCART EAST JN TO CATHCART NORTH JN</u>		
<u>THURSDAY 16 and FRIDAY 17 OCTOBER</u>		
116 Cathcart East Jn and Cathcart North Jn	Down and Up	BLOCKED 00 00 to 05 30 daily. Overhead line work. <u>Isolation of electrical sections MN5 and 6 and EW1 and 2.</u>
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>		
<u>SUNDAY 12 OCTOBER</u>		
117 Rutherglen North Jn and Finnieston	Down and Up	BLOCKED 00 00 to 08 00. Track renewal.
<u>MONDAY 13 OCTOBER</u>		
118 Rutherglen Central Jn and Rutherglen North Jn	Down and Up	BLOCKED 00 00 to 05 30. Overhead line work. <u>Isolation of electrical sections PR1 and 2 and EN3.</u>
<u>TUESDAY 14 and WEDNESDAY 15 OCTOBER</u>		
119 Rutherglen North Jn and Finnieston	Down and Up	BLOCKED 00 00 to 05 30 daily. Overhead line work. <u>Isolation of electrical sections PR1 and 2.</u>
<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN</u>		
<u>MONDAY 13 OCTOBER</u>		
120 Rutherglen West Jn and Rutherglen North Jn	Single	BLOCKED 00 00 to 05 30. Overhead line work. <u>Isolation of electrical sections PR1 and 2.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>LARKFIELD JN TO SHIELDS JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
121 Larkfield Jn and Shields Jn	Down and Up BLOCKED	08 00 to 18 00. Overhead line work. <u>Isolation of electrical sections EB1 (j) and EB2 (a).</u>
<u>GREтна JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>		
<u>SUNDAY 12 OCTOBER</u>		
122 New Cumnock and Auchinleck	Down and Up BLOCKED	00 30 to 10 30. Track renewal and drainage.
123 Auchinleck and Mauchline	Down and Up BLOCKED	00 30 to 10 30. Track renewal.
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
124 Muirhouse North Jn and Eglinton Street Jn	Down and Up BLOCKED	00 30 to 05 30 daily. Track renewal and track maintenance. <u>Isolation of electrical sections EG3 (i), EG4 (a), EW1 (a), EW2 (b and c) and EW3 and 4.</u>
<u>EAST KILBRIDE TO BUSBY JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
125 East Kilbride and Busby	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork. Crane and mechanical equipment in use.
<u>KILMARNOCK TO BARASSIE</u>		
<u>UNTIL FURTHER NOTICE</u>		
126 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
<u>SUNDAY 12 OCTOBER</u>		
127 Kilmarnock and Barassie	Single BLOCKED	09 45 to 24 00. Bridgework (OB No.4).
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>		
<u>SUNDAY 12 OCTOBER</u>		
128 Cathcart North Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 00 to 08 00. Erecting scaffolding. <u>Isolation of electrical sections EW1 and 2.</u>
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
129 Cathcart West Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 30 to 05 30 daily. Loading material, station work (Crosshill) and overhead line work. <u>Isolation of electrical sections EW1, 2, 3, 4, 5 and 6.</u>
<u>NEILSTON HIGH TO CATHCART WEST JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
130 Neilston High and Cathcart West Jn	Down and Up BLOCKED	09 30 to 18 30. Track maintenance.
<u>TUESDAY 14 OCTOBER</u>		
131 Neilston High and Cathcart West Jn	Down and Up BLOCKED	00 30 to 05 30. Loading material.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>BRIDGE STREET JN TO STRANRAER</u>		
<u>UNTIL FURTHER NOTICE</u>		
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	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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
137 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work.
138 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Stationwork.
139 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.
<u>SUNDAY 12 OCTOBER</u>		
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 sections EL1 and 2, 01 00 to 08 00.</u>
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. <u>Possession to be given up for passage of 1Z06, Track Recording Coach.</u>
146 Pinwherry and Barrhill	Single BLOCKED	09 00 to 16 30. Track maintenance. <u>Possession to be given up for passage of 1Z06, Track Recording Coach.</u>
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
147 Paisley	All	00 00 to 06 00 daily. Signalling work.
<u>TUESDAY 14 and WEDNESDAY 15 OCTOBER</u>		
148 Paisley and Johnstone	Down and Up BLOCKED	00 00 to 05 35 daily. Unloading rails. <u>Isolation of electrical sections EL1 and 2, 01 00 to 05 00.</u>



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
149 Arkleston Jn and Paisley Gilmour St	Down and Up BLOCKED	00 30 to 05 10 daily. Overhead line work. <u>Isolation of electrical sections EB1 (a to g), EB2 (g to m) and EL1 and 2.</u>
150 Kilwinning and Irvine	Down and Up BLOCKED	00 00 to 05 30 daily. Track maintenance and station work (Irvine). <u>Isolation of electrical sections SA1 and 2, 01 00 to 05 00.</u>
<u>FRIDAY 17 OCTOBER</u>		
151 Kilwinning and Glengarnock	Up BLOCKED	04 00 to 05 30. Track maintenance.
<u>SHIELDS JN TO CORKERHILL CSMD</u>		
<u>SUNDAY 12 OCTOBER</u>		
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>
<u>PAISLEY TO GOUROCK</u>		
<u>SATURDAY 11 OCTOBER</u>		
153 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Overhead line work. <u>Isolation of electrical sections GB1, 2, 3 and 4 and GW1.</u>
154 Gourock	Platform No.3 BLOCKED	00 30 to 05 30. Stationwork. No EMU's on Platform No.3. <u>Isolation of electrical sections GG1 and 2.</u>
<u>SUNDAY 12 OCTOBER</u>		
155 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 30. Slip treatment. <u>Isolation of electrical sections GB3 and 4.</u>
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. <u>Isolation of electrical sections GB3 and 4, 00 45 to 07 30.</u>
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. <u>Isolation of electrical sections GB1,2,3 and 4 and GW1.</u>
<u>SUNDAY 12 and MONDAY 13 OCTOBER</u>		
159 Bogston and Greenock Central	Up BLOCKED	07 00 Sun to 05 30 Mon. In connection with engineering work between Greenock Central and Gourock. <u>Single line working over Down line,</u>
160 Greenock Central and Gourock	Down and Up BLOCKED	01 00 Sun to 05 30 Mon. Drainage, earthwork, loading material, track renewal, track maintenance and signalling work. <u>Glasgow Central/Gourock/Glasgow Central services terminate/start Greenock Central. Isolation of electrical sections GG1 (a, b and c) and GG2 (c and d).</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PAISLEY TO GOUROCK - continued</u>		
<u>TUESDAY 14 OCTOBER</u>		
161 Greenock Central and Gourock	Down and Up BLOCKED	00 30 to 05 30. Track maintenance.
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
162 Paisley and Paisley St James	Down and Up BLOCKED	00 20 to 05 15 daily. Overhead line work. <u>Isolation of electrical sections EB3 and 4.</u>
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 <u>Platform No.3. Isolation of electrical sections</u> <u>GG1 and 2.</u>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SUNDAY 12 OCTOBER</u>		
164 Wemyss Bay Jn and Wemyss Bay	Down, Up and Single BLOCKED	00 15 to 08 30. Earthwork and track maintenance. <u>Isolation of electrical sections GB1, 2, 3 and 4</u> <u>and GW1, 00 40 to 07 00.</u>
164A Wemyss Bay	Single	08 00 to 17 00. Signalling work.
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
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).
<u>SATURDAY 11 OCTOBER</u>		
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.
<u>SUNDAY 12 OCTOBER</u>		
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 <u>Between Trains</u>	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 ) (OB's Nos.3, 8 and 11 and FB No.1). Crane and mechanical equipment in use.
172 Hunterston and Largs	Single BLOCKED	00 50 to 08 45. Track renewal and bridgework (FB No.51 and OB No.43) and work on lineside building.





## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 12 and MONDAY 13 OCTOBER</u>		
190 Stirling North and Dunblane	Down and Up BLOCKED	00 40 Sun to 03 30 Mon. Bridgework (UB No.4). and tunnel work (Kippenross). <u>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. 1S78, 21 35 Sat News Manchester Victoria to Aberdeen, 1S03, 20 33 Sat News Euston to Inverness, 1S07 21 00 Sat Euston to Inverness, 1S25, 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. 1S24, 12 00 Sun Kings Cross to Inverness, 1H01, 23 25 Sun Edinburgh to Inverness and 1B76, 17 30 Sun Inverness to Edinburgh diverted via Ladybank.</u>
<u>SUNDAY 12 to FRIDAY 17 OCTOBER</u>		
191 Hilton Jn and Perth	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.96).
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
192 Auchterarder and Hilton Jn	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal between 145m286yd and 147m858yd. Mechanical equipment in use.
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
193 Dunblane and Greenloaning	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal, track maintenance and bridgework (UB No.6). Crane and mechanical equipment in use.
<u>WEDNESDAY 15 OCTOBER</u>		
194 Greenloaning and Blackford	Down and Up <u>Between Trains</u>	00 30 to 07 30. Track maintenance between 129m462yd and 133m616yd.
<u>THURSDAY 16 and FRIDAY 17 OCTOBER</u>		
195 Blackford and Auchterarder	Down and Up <u>Between Trains</u>	00 30 to 07 30 daily. Track maintenance between 133m616yd and 137m902yd.
<u>FRIDAY 17 OCTOBER</u>		
196 Greenloaning and Blackford LC	Down and Up <u>Between Trains</u>	09 00 to 14 00. Loading and unloading material.
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN UNTIL FURTHER NOTICE</u>		
197 Carmyle Jn and Rutherglen East Jn	Down and Up <u>Between Trains</u>	08 00 to 20 00 daily. Bridgework (UB's Nos.4 and 5). Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

WHIFFLET NORTH JN TO RUTHERGLEN EAST JN - continuedSUNDAY 12 OCTOBER

198 Langloan Jn and Rutherglen East Jn	Down and Up BLOCKED	08 30 to 17 00. Demolishing signal box. <u>Possession to be given up for the passage of 1011, 09 35 Edinburgh to Poole over Down line and 1S41, 10 05 Manchester Victoria to Edinburgh over Up line. Crane and mechanical equipment in use.</u>
--	------------------------	--

CARTSHERRIE SOUTH JN TO SIGHTHILL JNSUNDAY 12 OCTOBER

199 Gartcosh Jn and Sighthill Jn	Down and Up 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

200 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
202 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.

SATURDAY 11 OCTOBER

203 Winchburgh Jn and Newburgh Jn	Up BLOCKED	00 00 to 06 00. Bridgework (UB No.15). <u>Single line working over Down line.</u>
204 Linlithgow and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00. Earthwork. Crane and mechanical equipment in use.

SUNDAY 12 OCTOBER

205 Waverley East and Princes St Gardens	All	07 00 to 17 30. Signalling work.
206 Princes St Gardens and Haymarket East Jn	Down and Up North BLOCKED	00 00 to 16 00. Drainage between 0m550yd and 45m1610yd. <u>North trains to run over South lines 00 00 to 16 00.</u>
207 Haymarket East Jn and Haymarket West Jn	All	07 30 to 16 30. Signalling work.
208 Haymarket Central Jn and Haymarket West Jn	Down and Up South <u>Between Trains</u>	00 00 to 07 30. Track maintenance between 45m770yd and 44m1610yd.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>SUNDAY 12 OCTOBER - continued</u>		
209 Haymarket West Jn and Newbridge Jn	Down and Up BLOCKED	00 00 to 16 00. Track renewal, reballasting and track maintenance between 44m1610yd and 38m1300yd. <u>Trains diverted via Dalmeny Jn.</u>
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 <u>Between Trains</u>	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. <u>ECS, Cowlairs to Glasgow Queen St not to run.</u>
218 Cowlairs	All	08 00 to 17 00. Signalling work.
<u>MONDAY 13 OCTOBER</u>		
219 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 44m1610yd and 38m1300yd.
220 Winchburgh Jn and Newbridge Jn	Up BLOCKED	00 00 to 06 00. Bridgework (UB No.15). <u>Single line working over Down line.</u>
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
221 Linlithgow and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 04 30 daily. Earthwork. Crane and mechanical equipment in use.
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
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 Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>WEDNESDAY 15 OCTOBER</u>		
225 Newbridge Jn and Haymarket Central Jn	Up BLOCKED	00 00 to 06 00. Track maintenance between 38ml300yd and 44ml610yd. <u>Single line working over Down line.</u>
<u>THURSDAY 16 and FRIDAY 17 OCTOBER</u>		
226 Newbridge Jn and Winchburgh Jn	Down BLOCKED	00 00 to 04 30 daily. Bridgework (UB No.15). <u>Single line working over Up line.</u>
<u>FRIDAY 17 OCTOBER</u>		
227 Queen Street HL and Cowlairst West Jn	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen Street HL).
<u>POLMONT JN TO LARBERT JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
228 Polmont Jn and Grangemouth Jn	Down BLOCKED Up <u>Between Trains</u>	00 00 to 08 00. Retaining wall work and drainage. Crane and mechanical equipment in use.
229 Grangemouth Jn and Swingbridge East LC	Down BLOCKED Up <u>Between Trains</u>	00 00 to 08 00. Bridgework (OB No.10) and signal box work (Grangemouth Jn).
<u>COWLAIRS TO BELLGROVE</u>		
<u>SUNDAY 12 OCTOBER</u>		
230 Cowlairst West Jn	Down and Up Pass and Down and Up Goods BLOCKED	00 00 to 07 30. Track maintenance (Switches and Crossings).
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
230A Cowlairst West Jn	Down and Up Goods BLOCKED	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).
<u>CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)</u>		
<u>SUNDAY 12 and MONDAY 13 OCTOBER</u>		
231 Carmondean Jn and Bathgate Yard	Single BLOCKED	22 00 Sun to 05 00 Mon. Track maintenance between 28ml150yd and 25m360yd.
<u>AIRDRIE TO HELENSBURGH</u>		
<u>UNTIL FURTHER NOTICE</u>		
232 Airdrie and Coatdyke	Down <u>Between Trains</u>	08 30 to 16 00 daily. Earthwork.
<u>SATURDAY 11 OCTOBER</u>		
233 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>
234 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
<u>SUNDAY 12 OCTOBER</u>		
235 Charing Cross and Hyndland Jn	Down and Up BLOCKED	00 15 to 07 30. Track renewal.
236 Knightswood South Jn and Westerton	Down and Up BLOCKED	00 15 to 07 30. Retaining wall work. <u>Isolation of electrical sections DF3 and 4 and DM1 and 2.</u>



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>AIRDRIE TO HELENSBURGH - continued</u>		
<u>SUNDAY 12 OCTOBER - continued</u>		
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). <u>Isolation of electrical sections DF1 and 2.</u>
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>
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
242 Finnieston GF and Hyndland Jn	Down and Up BLOCKED	00 30 to 05 00 daily. Station work (Partick). <u>Possession to be given up for the passage of T71.</u>
<u>TUESDAY 14 and WEDNESDAY 15 OCTOBER</u>		
243 Finnieston GF and Hyndland Jn	Down and Up BLOCKED	00 10 to 05 00 daily. Overhead line work. T71 <u>diverted via Cowlairs and Dalmuir. Isolation of electrical sections PF1 (a, b and c), PF2 (b and c), DF7 (q) and DF8.</u>
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
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>
<u>DALREOCH JN TO BALLOCH</u>		
<u>SUNDAY 12 OCTOBER</u>		
246 Dalreoch Jn and Balloch	Single BLOCKED	00 15 to 07 30. Drainage and earthwork. <u>Isolation of electrical section DB1.</u>
<u>HIGH STREET JN TO SHIELDS JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
247 High Street and Shields Jn	Down and Up BLOCKED	09 00 to 16 00. Retaining wall work.
<u>COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
248 Cowlairs West Jn and Cowlairs North Jn	Down and Up BLOCKED	00 00 to 07 30. Track maintenance (Switches and Crossings).
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
249 Cowlairs West Jn and Cowlairs North Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>COWLAIRS EAST JN TO COWLAIRS NORTH JN</u>		
<u>SUNDAY 12 OCTOBER</u>		
250 Cowlairs East Jn and Cowlairs North Jn	Down and Up BLOCKED	00 00 to 07 30. Track maintenance (Switches and Crossings).
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
251 Cowlairs East Jn and Cowlairs North Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>		
<u>SATURDAY 11 OCTOBER</u>		
252 Crianlarich	Down and Up Loops BLOCKED	00 00 to 06 00 (cont'd from WON No.28). Station work.
<u>SATURDAY 11 and SUNDAY 12 OCTOBER</u>		
253 Garelochhead and Glen Douglas	Single BLOCKED	21 15 Sat to 18 15 Sun. Bridgework (OB No.27A and UB No.30).
<u>SUNDAY 12 OCTOBER</u>		
254 Craigendoran Jn and Garelochhead	Single BLOCKED	06 00 to 18 00. Bridgework (OB No.21C).
255 Arrochar and Tarbet and Ardlui	Single <u>Between Trains</u> BLOCKED	08 00 to 16 00. Track renewal.
256 Crianlarich	Down and Up Loops BLOCKED	06 00 to 18 00. Station work.
257 Rannoch and Corroul	Single BLOCKED	08 00 to 16 00. Track renewal.
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
258 Crianlarich	Down and Up Loops BLOCKED	21 05 Mon to Thu to 06 00 Tue to Fri. Station work.
<u>FRIDAY 17 OCTOBER</u>		
259 Crianlarich	Down and Up Loops BLOCKED	21 00 to 24 00 (cont'd in WON No.30). Station work.
<u>CRIANLARICH TO OBAN</u>		
<u>SUNDAY 12 OCTOBER</u>		
260 Dalmally and Taynuilt	Single BLOCKED	08 00 to 16 00. Track renewal.
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
260A Crianlarich and Dalmally	Single BLOCKED	21 00 Mon to Thu to 07 00 Tue to Fri. Track maintenance.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
261 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58m1140yd and 65m1720yd.
262 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128 and OB No.136).
263 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork and track maintenance between 33m110yd and 33mp.
264 Stenton GSP and Drem	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.69) Crane and mechanical equipment in use.
265 Longniddry and Prestonpans	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
266 Monktonhall Jn and Portobello	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.16). Mechanical equipment in use.
267 Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.
<u>SATURDAY 11 and SUNDAY 12 OCTOBER</u>		
268 Berwick-upon-Tweed and Reston GSP	Down BLOCKED Up BLOCKED	23 45 Sat to 11 15 Sun ) Track maintenance 23 45 Sat to 09 45 Sun ) between 54m1080yd and 47m310yd.
269 Reston GSP and Grantshouse	Down and Up BLOCKED	23 45 Sat to 09 45 Sun. Bridgework (OB's Nos.128 and 136).
270 Innerwick GSP and Oxwellmains	Down BLOCKED Up BLOCKED Up <u>Between Trains</u>	23 00 Sat to 16 45 Sun ) Track reballasting and 23 15 Sat to 09 30 Sun ) track maintenance 09 30 to 16 45 Sun ) between 32m440yd and 31m1320yd. <u>Single line working over Up line, 11 30 to 16 45.</u>
271 St Germain's LC and Prestonpans	Down and Up BLOCKED	23 30 Sat to 09 30 Sun. Bridgework (OB's Nos.39 and 40AA).
272 Prestonpans and Monktonhall Jn	Down and Up BLOCKED	23 45 Sat to 09 30 Sun. Loading material and bridgework (OB No.29) between 9m880yd and 5m1720yd.
273 Monktonhall Jn and Portobello	Down and Up BLOCKED	23 45 Sat to 09 15 Sun. Bridgework (OB No.17) and track renewal between 5m1720yd and 3m730yd.
<u>SUNDAY 12 OCTOBER</u>		
273A Tweedmouth and Berwick-upon-Tweed	Down and Up BLOCKED	00 00 to 10 00. Bridgework (No.195).
274 Grantshouse	All <u>Between Trains</u>	00 00 to 07 30. Signalling work.
275 Craigentenny and Abbeyhill Jn	Down and Up BLOCKED	00 15 to 09 15. Tunnel work (St Margarets). <u>Trains diverted via Lochend Jn.</u>
276 Waverley (East End) and Waverley (West End)	Hotel Lye, North Loop Siding and North Loop BLOCKED	00 00 to 08 00. Bridgework (OB No.6).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>		
<u>MONDAY 13 OCTOBER</u>		
277 Prestonpans and Monktonhall	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 9m880yd and 5m1720yd.
<u>MONDAY 13 and TUESDAY 14 OCTOBER</u>		
278 Innerwick GSP and Oxwellmains	Down BLOCKED	22 50 Mon to 00 50 Tue. Track maintenance between 34m880yd and 31m440yd.
<u>TUESDAY 14 OCTOBER</u>		
279 Berwick-upon- Tweed and Reston GSP	Down BLOCKED	02 45 to 07 00. Track maintenance between 54m1080yd and 47m310yd. <u>Single line working over Up line.</u>
280 Oxwellmains and Innerwick GSP	Up BLOCKED	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.
<u>WEDNESDAY 15 and THURSDAY 16 OCTOBER</u>		
281 Berwick-upon- Tweed and Reston GSP	Down BLOCKED	01 30 to 07 00 daily. Track maintenance between 54m1080yd and 47m310yd. <u>Single line working over Up line.</u>
<u>FRIDAY 17 OCTOBER</u>		
282 Reston GSP and Berwick-upon- Tweed	Up BLOCKED	02 00 to 06 55. Track maintenance between 47m310yd and 54m1080yd. <u>Single line working over Down line.</u>
<u>PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
283 Portobello and Leith South	Single <u>Between Trains</u>	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.
<u>SATURDAY 11 OCTOBER</u>		
284 Portobello and Leith South	Single BLOCKED	12 00 to 18 00. Earthwork.
<u>SUNDAY 12 OCTOBER</u>		
285 Portobello and Leith South	Single BLOCKED	08 00 to 16 00. Earthwork.
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
286 Niddrie South Jn and Portobello	Down and Up <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
287 Millerhill and Niddrie South Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.7B). Mechanical equipment in use. <u>Finishes 18 00, Sat 11 October.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE) - continued</u>		
<u>SATURDAY 11 OCTOBER</u>		
288 Niddrie South Jn and Portobello	Down and Up <b>BLOCKED</b>	12 00 to 18 00. Bridgework (OB No.1).
<u>SUNDAY 12 OCTOBER</u>		
289 Niddrie South Jn and Portobello	Down and Up <b>BLOCKED</b>	08 00 to 18 00. Bridgework (OB No.1).
<u>BILSTON GLEN TO MILLERHILL (GOODS LINE)</u>		
<u>SUNDAY 12 OCTOBER</u>		
290 Millerhill South Jn	Single <b>BLOCKED</b>	07 00 to 16 00. Track renewal between 6mp and 6m200yd.
<u>PORTOBELLO TO NIDDRIE WEST (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
291 Portobello and Niddrie West	Single <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use.
<u>SATURDAY 11 OCTOBER</u>		
292 Portobello and Niddrie West	Single <b>BLOCKED</b>	12 00 to 18 00. Bridgework (OB No.1).
<u>SUNDAY 12 OCTOBER</u>		
293 Portobello and Niddrie West	Single <b>BLOCKED</b>	08 00 to 18 00. Bridgework (OB No.1).
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
294 Portobello and Niddrie West	Single <b>BLOCKED</b>	09 50 to 17 00. Bridgework (OB No.1). <u>Possession to be given up for passage of booked services.</u>
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
295 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation.
296 Ladybank	Down <u>Between Trains</u>	07 30 to 17 00 daily. Construction work. <u>Finishes 07 30 Sat 11 Oct.</u>
297 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
300 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>SATURDAY 11 and SUNDAY 12 OCTOBER</u>		
301 Markinch and Thornton North Jn	Up BLOCKED Down BLOCKED Down <u>Between Trains</u>	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 <u>Between Trains</u>	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. <u>Single line working over Down line 08 00 to 16 00.</u> 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 <u>Between Trains</u>	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. ) <u>Down trains to run over</u> ) <u>Up lines from 22 30 Sat</u> <u>to 08 00 Sun.</u> Mechanical equipment in use.
304 Broughty Ferry LC and Carnoustie LC	Down and Up <u>Between Trains</u>	22 30 Sat to 08 00 Sun. Track renewal between 3m990yd and 10m638yd. Mechanical equipment in use.
305 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	22 00 Sat to 08 00 Sun. Track renewal between 230m1298yd and 240m858yd.
<u>SUNDAY 12 OCTOBER</u>		
306 North Queensferry and Dalmeny	Up BLOCKED Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge) <u>Up trains to run over Down line.</u>
307 Inverkeithing East Jn and Burntisland	Down BLOCKED Up BLOCKED Up <u>Between Trains</u>	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) Craigentenny to Dundee diverted via Cowdenbeath. <u>Single line working over Up line 06 00 to 16 30.</u>
308 Burntisland and Kirkcaldy	Down and Up BLOCKED Down <u>Between trains</u>	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) Craigentenny to Dundee diverted via <u>Cowdenbeath.</u>
309 Dundee	All	07 30 to 17 00. Signalling work.
310 Montrose North and Craigo	Down and Up <u>Between Trains</u>	07 30 to 16 30. Bridgework (OB No.268) and signalling work.
311 Craigo and Laurencekirk	Down and Up <u>Between Trains</u>	08 00 to 18 00. Bridgework (OB No.281).
312 Carmont LC	All	07 30 to 17 00. Signalling work.
313 Newtonhill and Aberdeen	All	07 30 to 17 00. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>MONDAY 13 OCTOBER</u>		
314 Dundee Central Jn and Tay Bridge South	Up <u>BLOCKED</u> Down <u>Between Trains</u> Up <u>Between Trains</u>	00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 05 45 to 24 00 ) 57m220yd and 56m910yd.
<u>TUESDAY 14 and WEDNESDAY 15 OCTOBER</u>		
315 Haymarket West Jn and Dalmeny	Down <u>Between Trains</u>	00 00 to 07 00. Track renewal between 2m620yd and 9m770yd.
<u>TUESDAY 14 to THURSDAY 16 OCTOBER</u>		
316 Kirkcaldy and Sinclairtown	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 26m20yd and 27m90yd.
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
317 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.
<u>THURSDAY 16 OCTOBER</u>		
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 <u>BLOCKED</u> Down <u>Between Trains</u>	00 00 to 03 45 ) Track maintenance between 03 45 to 06 00 ) 13m460yd and 20m220yd. <u>Down</u> <u>trains diverted via Cowdenbeath 00 00 to 03 45.</u>
<u>WEDNESDAY 15 to FRIDAY 17 OCTOBER</u>		
320 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	23 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between 0m462yd and 3m990yd.
<u>FRIDAY 17 OCTOBER</u>		
321 Haymarket West Jn and Dalmeny	Down <u>Between Trains</u>	00 00 to 07 00. Track renewal between 9m240yd and 9m250yd.
322 Inverkeithing East Jn and Burntisland	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 13m460yd and 20m220yd.
<u>AUCHMUTY TO MARKINCH DOWN SIDINGS GF GOODS LINE</u>		
<u>SATURDAY 11 and SUNDAY 12 OCTOBER</u>		
323 Auchmuty and Markinch Down Sidings GF	Single <u>BLOCKED</u>	00 00 Sat to 17 00 Sun. Track renewal between 0m650yd and 0m600yd.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
324 Dunkeld and Pitlochry	Single <u>Between Trains</u>	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 <u>Between trains</u>	00 00 to 19 00 daily. Tunnelwork (Killiecrankie), rock blasting and work at lineside between 30m1210yd and 31m616yd. Crane and mechanical equipment in use. <u>Finishes 07 30, Sat 11 Oct.</u>
326 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between trains</u>	08 00 to 20 00 daily. Bridgework (UBs Nos 86J and 126 and 99). Work at lineside between 35m132yd and 58m1188yd. Crane and mechanical equipment in use.
327 Culloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 11 to FRIDAY 17 OCTOBER</u>		
328 Millburn Jn and Inverness	Down and Up and Single <u>Between Trains</u>	00 00 to 24 00 daily. Unloading signalling material, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
<u>SUNDAY 12 OCTOBER</u>		
329 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
330 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 35m132yd and 58m1188yd and signalling work. Mechanical equipment in use.
331 Kingussie LC and Kincaraig Loop	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside and track renewal between 71m1056yd and 77m880yd. Mechanical equipment in use.
332 Kincaraig Loop and Aviemore	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside and overhead cable work between 77m880yd and 83m1078yd.
333 Tomatin Loop and Moy Loop	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 98m1716yd and 103m440yd and signalling work.
334 Moy Loop and Culloden Moor	Single <u>Between Trains</u>	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.
<u>PERTH TO DUNDEE CENTRAL JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
336 Perth and Barnhill	Single <u>Between trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
337 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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.



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO DUNDEE CENTRAL JN - continued</u>		
<u>SUNDAY 12 OCTOBER</u>		
338 Perth	All	07 30 to 17 00. Signalling work.
339 Barnhill and Errol LC	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00. Track maintenance and work at Longforgan signal box between 5m1210yd and 0m440yd and signalling work.
341 Dundee Central Jn	All	07 30 to 17 00. Signalling work.
<u>TUESDAY 14 and WEDNESDAY 15 OCTOBER</u>		
342 Longforgan LC and Dundee Central Jn	Down and Up <u>Between Trains</u>	22 30 Tue to 06 00 Wed. Track maintenance between 5m1210yd and 0m440yd.
<u>ABERDEEN TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
343 Huntly and Keith	Single <u>Between trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
344 Forres and Nairn	Single <u>Between trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
345 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 11 and SUNDAY 12 OCTOBER</u>		
346 Huntly and Keith Jn	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Loading material and track maintenance between 40m1474yd 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. <u>Possession to be given up for the passage of booked services.</u> Mechanical equipment in use.
<u>SATURDAY 11 to FRIDAY 17 OCTOBER</u>		
348 Millburn Jn and Inverness	Down and Up and Single <u>Between Trains</u>	00 00 to 24 00 daily. Signalling work, track renewal, track maintenance, earthwork and work at lineside. Crane and mechanical equipment in use.
<u>SUNDAY 12 OCTOBER</u>		
349 Aberdeen and Dyce Jn	All <u>Between Trains</u>	07 30 to 17 00. Signalling work.
350 Elgin and Forres	Single <u>Between Trains</u>	07 30 to 17 00. Track renewal between 11m1628yd and 0m330yd. Mechanical equipment in use.
351 Nairn and Millburn Jn	All <u>Between Trains</u>	07 00 to 17 00. Unloading signalling material and signalling work at Allanfearn LC (AOCL).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>ABERDEEN TO INVERNESS - continued</u>		
<u>MONDAY 13 to FRIDAY 17 OCTOBER</u>		
352 Keith and Elgin	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 14m235yd and 13m1227yd.
<u>TUESDAY 14 to FRIDAY 17 OCTOBER</u>		
353 Huntly and Keith	Single <u>Between Trains</u>	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 40m1474yd and 30m924yd.
<u>KITTYBREWSTER TO WATERLOO (GOODS LINE)</u>		
<u>SUNDAY 12 OCTOBER</u>		
354 Kittybrewster GS and Waterloo Goods	Single BLOCKED	11 00 to 17 00. Work at lineside between 1m440yd and Omp.
<u>INVERNESS TO WICK</u>		
<u>UNTIL FURTHER NOTICE</u>		
355 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
356 Dingwall and Invergordon	Single <u>Between Trains</u>	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work Alness. Crane and mechanical equipment in use.
357 Invergordon Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
358 Fearn Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
359 Tain Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
360 Dunrobin Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
<u>SATURDAY 11 to FRIDAY 17 OCTOBER</u>		
361 Inverness Station	All <u>Between trains</u>	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 <u>Between Trains</u>	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.
<u>SUNDAY 12 OCTOBER</u>		
363 Rose Street and Clachnaharry	Single <u>Between Trains</u>	00 00 to 17 00. Signalling work and unloading signalling material.
364 Clachnaharry and Lentran	Single <u>Between Trains</u>	00 00 to 17 00. Signalling work and unloading signalling material.
365 Tain and Ardgay	Single <u>Between Trains</u>	08 00 to 16 00. Track renewal between 44m506yd and 57m1540yd.
366 Brora and Helmsdale	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 95m55yd and 95m455yd.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

INVERNESS TO WICK - continued  
MONDAY 13 to FRIDAY 17 OCTOBER

367 Brora and Helmsdale	Single <u>Between Trains</u>	08 00 to 16 00. Track renewal and track maintenance between 95m55yd and 95m455yd.
-------------------------	---------------------------------	---

DINGWALL TO KYLE OF LOCHALSH  
UNTIL FURTHER NOTICE

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

SATURDAY 11 and SUNDAY 12 OCTOBER

370 Garve and Achnasheen	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track renewal, track maintenance and bridgework (UB No.28) between 11m1430yd and 27m1584yd. Mechanical equipment in use.
--------------------------	---------------------------------	--

SUNDAY 12 OCTOBER

371 Strathcarron and Kyle of Lochalsh	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 48m160yd and 48m1550yd. <u>Possession to be given up for the passage of 1298, 09 40 Kyle of Lochalsh to Boat of Garten.</u>
---------------------------------------	----------------	---

SUNDAY 12 to FRIDAY 17 OCTOBER

372 Garve and Achnasheen	Single <u>Between Trains</u>	22 00 Sun to Thu to 06 00 Mon to Fri. Track maintenance between 11m1430yd and 27m1584yd.
--------------------------	---------------------------------	--

MONDAY 13 to FRIDAY 17 OCTOBER

373 Strathcarron and Kyle of Lochalsh	Single <u>Between Trains</u>	07 30 to 16 00 daily. Track renewal and track maintenance between 48m160yd and 48m1550yd.
---------------------------------------	---------------------------------	---

-----

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 36 $\frac{1}{2}$ mp 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 0m110yd and 0 $\frac{1}{2}$ mp 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 C1

A new colour light signal, C1, 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 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)

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

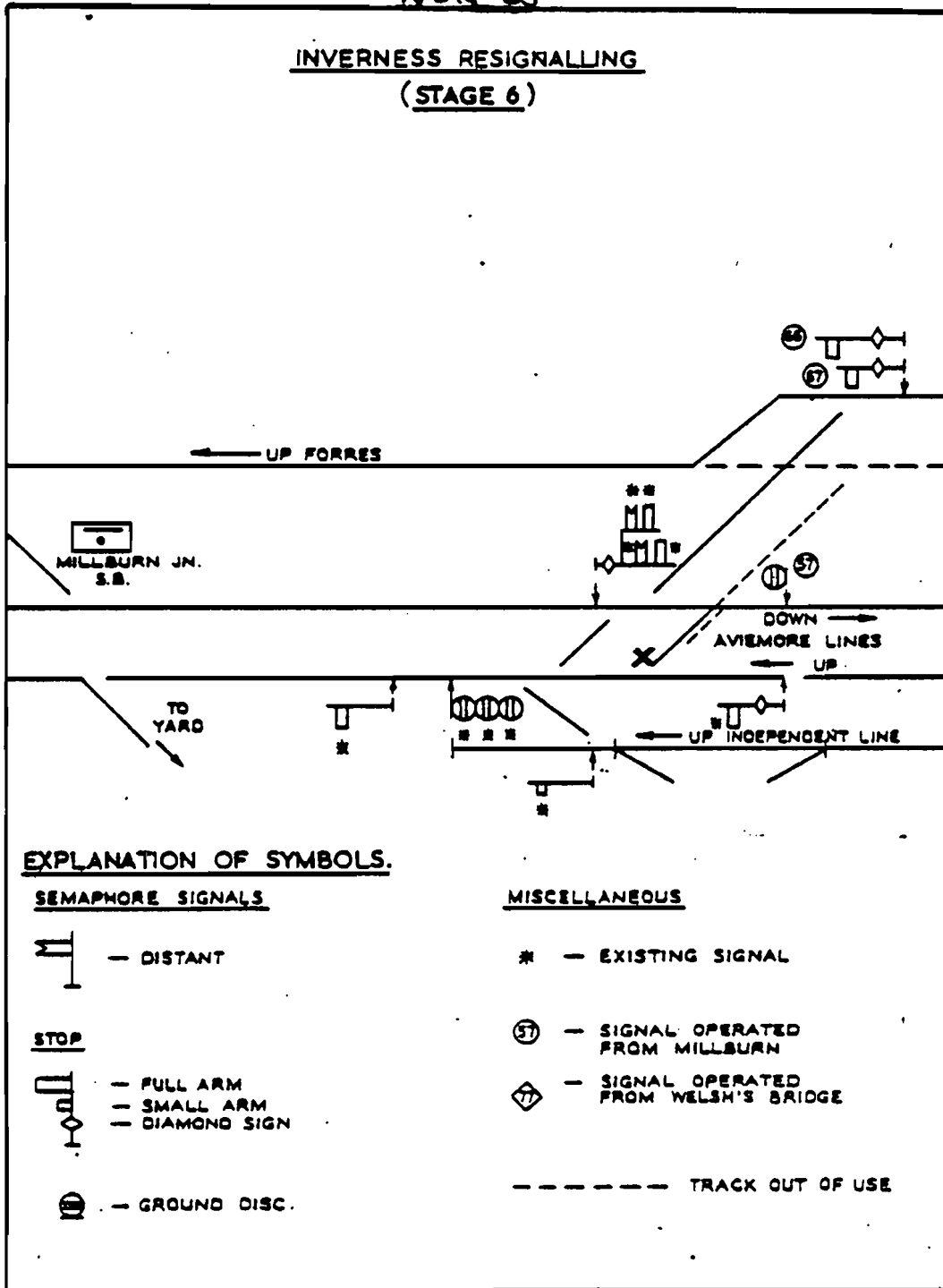
- (67) - Up Forres to Up Aviemore home 1, situated 416 yards from the box, arm 16 feet above rail level.  
 (66) - Up Forres home, situated 416 yards from the box, arm 18 feet above rail level.  
 (57) - Down Aviemore towards Up Aviemore.  
 (74) - Up Forres distant, situated 480 yards from the home signals.

Welsh's Bridge

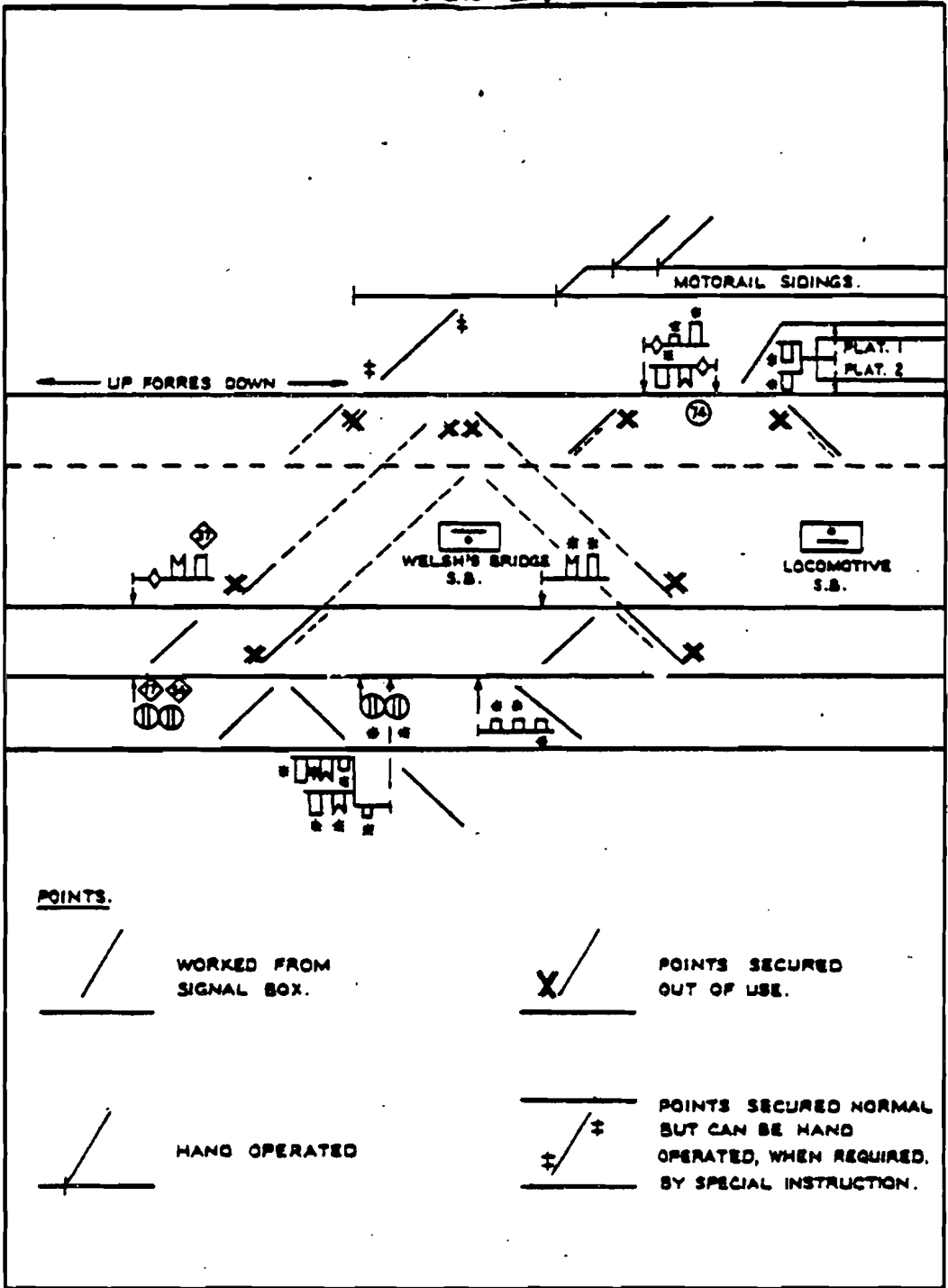
- 37 - Down Aviemore home, situated 209 yards from the box, arm 18 feet above rail level.  
 Rose St Down outer distant, on the same post, 14 feet above rail level.  
 34 - Up Aviemore towards Down Aviemore.  
 77 - Back along Up Aviemore.

WON-63

INVERNESS RESIGNALLING  
(STAGE 6)




WON-C4

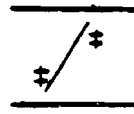


**POINTS.**

 WORKED FROM SIGNAL BOX.

 POINTS SECURED OUT OF USE.

 HAND OPERATED

 POINTS SECURED NORMAL BUT CAN BE HAND OPERATED, WHEN REQUIRED, BY SPECIAL INSTRUCTION.

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

WORKING MANUAL FOR RAIL STAFF  
PART 6 (WHITE PAGES)

- Page H102 - 4MS4 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 APPENDIXSECTION 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

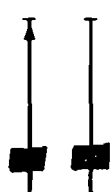
SECTION 1 - TABLE A - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<p>Page 14</p> <p><u>CARLISLE TO GLASGOW CENTRAL</u></p> <p>Between Carlisle South Jn (CE) and Caldew Jn (incl) Amend to read:-</p>					
	Carlisle South Jn (CE)	68 1610			<p>AWS inductors not provided at Carlisle Station platform signals.</p> <p style="text-align: right;">Amended (6/9/86)</p>
	<u>Carlisle</u>	69 200			
	Carlisle North Jn	0 420	20	<u>All lines and connections</u> <u>0½mp and 68m1340yd.</u>	
			60	<u>0½mp and 0m1280yd</u>	
	Caldew Jn	0 1170 ( 2 220 Goods line)	30	<u>Main to Goods line</u>	
<p>Pages 19 and 20</p> <p>Between Cleghorn LC (AHB) and Garriongill (incl) Amend to read:-</p>					
	Cleghorn LC (AHB)	76 530	90	<u>77m260yd and 78m620yd</u>	<p>CW Up 84m70yd</p>
			95	<u>78m620yd and 79m290yd</u>	
			100	<u>79m290yd and 81½mp</u>	
			90	<u>81½mp and 84mp</u>	
	<u>Carluke</u>	81 1650	95	<u>81m510yd and 78m620yd</u>	
			80	<u>84mp and 84m570yd</u>	
			90	<u>84mp and 81m510yd</u>	

MON-D2

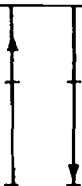
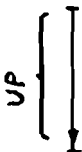
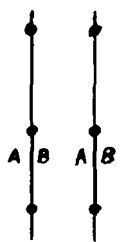


SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<p>Page 32</p> <p><u>LAW JN TO UDDINGSTON JN</u> Delete:-</p>					CW Up, 0m130yd (20/4/86)
<p>Page 35</p> <p><u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> Between Rutherglen and Rutherglen North Jn Add:-</p>	Rutherglen Footpath LC (RG)	0 506			(6/9/86)
<p>Page 36</p> <p><u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> Amend:- to read:-</p>	Finnieston <u>Exhibition Centre</u>	4 70 4 70			(21/6/86)
<p>Page 37</p> <p><u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u> Add:-</p>	Rutherglen Footpath LC (RG)	0 467			(6/9/86)
<p>Page 38</p> <p><u>LARKFIELD JN TO SHIELDS JN</u> Amend table to read :-</p>					
	Larkfield Jn (See pages 25 and 47) West St tunnel (110 yards)  OHNS	101 20 101 350 to 101 460  101 530	<u>30</u> <u>25</u>	<u>30</u>	<p>MAXIMUM PERMISSIBLE SPEED Through jn to Muirhouse Jn.</p> <p>All lines in this table are controlled from Glasgow Central.</p> <p>CW. Down 180 yards after passing Sig G.713.</p>

MON-D4

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<u>Page 38 - Amend - continued</u>						
	Terminus Jn (See below and page 48)	101 1080		15	Through jn to Muirhouse Jn.	CW. Up 187 yards after passing Sig G.708.  (3/5/86)
	Shields Jn (See below and page 50)	102 330		25	Through jn.	
<u>SHIELDS JN TO TERMINUS JN (UP THROUGH SDG) GOODS LINE</u>						
Amend table to read :-						
<u>SHIELDS TO TERMINUS JN (UP THROUGH TERMINUS)</u>						
	Shields (See above and page 50)	1 684		5	MAXIMUM PERMISSIBLE SPEED	Line in this table is controlled from Glasgow Central.  Amended (7/6/86)
		1 110				
	Terminus Jn (See above and pages 39 and 48).	102 0 101 20				
<u>Page 40</u>						
<u>GRETNNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>						
Between Dumfries South (DS) and Holywood LC Amend to read:-						
	Dumfries South (DS)	92 1010		60 45	92m700yd and 93m1120yd. Over curve, 92m700yd and 92mp	(3/8/86)
	Dumfries Stn. (D) (See page 44)	91 1300	30	30	Through stn. on main lines 92mp to 91½mp	
	Holywood LC	88 680				

MON-D5

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 41</u>					
					<u>Delete</u> :- Barony Jn., dots signifying block post and all associated information. (27/5/86)
<u>Page 41</u>					
					<u>GRENA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>
					<u>Between Mauchline and Hurlford</u>
					<u>Amend:-</u>
			<u>65</u>	<u>35m1630yd and 36½mp</u>	
			<u>40</u>	<u>36½mp and 36m1080yd</u>	
			<u>65</u>	<u>36m1080yd and 37m1540yd.</u>	
					<u>to read:-</u>
			<u>65</u>	<u>35m1630yd and 36½mp</u>	
			<u>40</u>	<u>36½mp and 36m1080yd</u>	
			<u>65</u>	<u>36m1080yd and 37m1540yd</u>	(21/9/86)
<u>Page 44</u>					
					<u>Delete</u> :- <u>BARONY JN TO BARONY COLLIERY (GOODS LINE)</u> table. (27/5/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 47					
	<u>KILMARNOCK TO BARASSIE</u>				
	<u>Amend:-</u> Gatehead LC				
	to read:- Gatehead LC (AHB)	2 1320			(29/6/86)
	<u>Amend:- Shewalton Moss GF (incl) to Barassie</u>				
	to read :-				
	Shewalton Moss GF (S) (See below and Local Instructions Page 26	5 1540	40	40	5m1320yd and 5m1540yd
	Barassie (See Page 53)	7 1230	30	30	Over curve and through jn 7½mp and 7m1230yd.
					Controlled from Paisley.
					Amended (25/5/86)
Page 50					
	<u>BRIDGE STREET JN TO STRANRAER</u>				
	<u>Amend 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED entries to read:-</u>				
	BETWEEN BRIDGE ST JN AND 19m1390yd AT GLENGARNOCK		75	75	MAXIMUM PERMISSIBLE SPEED
	BETWEEN ELDERSLIE AND BOGSIDE		40	40	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION.
	BETWEEN 19m1390yd AT GLENGARNOCK AND 39m20yd AT FALKLAND		90	90	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN ELECTRIC TRAINS
	BETWEEN 19m1390yd AT GLENGARNOCK AND 39m20yd AT FALKLAND		75	75	MAXIMUM PERMISSIBLE SPEED FOR ELECTRIC TRAINS
	BETWEEN 39m20yd AT FALKLAND AND 0½mp AT GIRVAN		60	60	MAXIMUM PERMISSIBLE SPEED
	<u>Amend item in Remarks column at bottom of page to read :-</u>				
					"All lines between Hillington East and Dalrymple Jn (incl) are controlled from Paisley. Amended (1/6/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks		
				Down mph	Up mph		At or between	
Pages 51 - 54								
Amend Arklestone Jn (incl) to Dalrymple Jn to read:								
	Arklestone Jn	5	920	30		Entering, over and leaving Down goods loop	DGL 3300f (1005m)	
				40	40	Entering, over and leaving Up goods loop	UGL 2710f (825m) (bi-directional)	
				45	45	6mp and 7mp		
		Paisley (P)	6	660	35	35	Between Ayr lines and Gourock lines	
		<u>Paisley Gilmour St</u> (see page 57)	6	1010				
			6	1170				
			6	1610				
			8	1080	40	40	Through facing crossover	UPL 1285f (390m) (bi-directional)
					40	40	Entering over, and leaving Up passenger loop	
		Elderslie	9	70				
		9	970	40	40	Through Main line crossover		
	<u>Johnstone</u>	10	200					
		15	530	40	40	Through Lochwinnoch crossovers		
	<u>Lochwinnoch</u>	15	1250					
	OHNS	15	1550					

MON-D-8

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51 - 54 - Amend	- continued				
	<u>Glengarnock</u>	19 1390	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u> UGL 865f (260m) (bi-directional)
		20 1390	<u>40</u>	<u>40</u>	<u>Through Main line facing crossover.</u>
			<u>40</u>	<u>40</u>	<u>Entering over and leaving Down Passenger Loop.</u> (bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150			
	Brownhill	21 620			
	<u>Swinlees (Roche)</u>	21 840	<u>40</u>	<u>40</u>	<u>Entering over and leaving Up Passenger Loop.</u> UPL2290f (695m) (bi-directional)
		21 1630	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u>
	<u>Dalry</u>	22 920			
	Kilwinning Jn (See page 61)	25 1560	<u>40</u>	<u>25</u>	<u>Through jn to Ardrossan.</u> <u>Entering over and leaving Up Goods Loop.</u> UGL 1365f (415m) DRS 1054f (320m).
	<u>Kilwinning</u>	26 0	<u>40</u>		<u>Through trailing crossover.</u>
	Byrehill Jn (See page 63)	26 1540		<u>25</u>	<u>Through jn to Dubbs Jn.</u>
	<u>Bogside (see page 64)</u>	27 1560	<u>40</u>	<u>10</u>	<u>To Snodgrass branch.</u> <u>Through Main line trailing crossover.</u>

MON-D9



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Pages 51 - 54 - Amend	- continued					
	<u>Irvine</u>	29	620			
	Gailes LC (AHB-X)	31	370	<u>X40</u>	<u>X40</u>	<u>Approaching level crossing in wrong direction.</u>
				<u>40</u>	<u>40</u>	<u>Over Main line trailing crossover.</u>
				<u>60</u>	<u>75</u>	<u>32m1610yd and 0m370yd.</u>
	<u>Barassie</u>	33	0			
		33	180			
		0	0	<u>30</u>	<u>30</u>	<u>Over connection, DPL to Kilmarnock single line</u>
	Barassie Jn (See Page 47)	0	20	<u>40</u>	<u>40</u>	<u>Entering, over and leaving DPL Through Main line facing crossover.</u>
	Up main signal PB286	0	1630			
				<u>40</u>	<u>40</u>	<u>Entering, over and leaving UGL</u>
				<u>75</u>	<u>75</u>	<u>0m370yd and 0m950yd</u>
				<u>60</u>	<u>60</u>	<u>Over curves, 0m950yd and 1m570yd</u>
				<u>75</u>	<u>75</u>	<u>1m570yd and 35m200yd (total distance 1610yd)</u>
	<u>Troon</u>	1	350			
		1	1100			
		2	330			
		35	110			
	Monkton Siding GF (S)	36	620			
	<u>Prestwick</u>	37	750			
	<u>Falkland</u>	38	1610	<u>50</u>	<u>50</u>	<u>39m20yd and 40m290yd</u>

DPL 1180f (355m)

UGL 1305f(395m)

DGL 760f (230m)

NON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Pages 51-54 - Amend - continued</u>					
	<u>Newton-on-Ayr</u>	39 730			
	Newton Jn (See page 64)	39 880	10	<u>Through jn to Ayr Harbour Jn.</u>	
	OHNS	39 900	20	<u>Through jn to Killoch branch</u>	
	Down Ayr Signal PA340	39 970	40 40 50	40 40m290yd and 40m680yd 40 25 40m680yd and 40m920yd 50 50 40m920yd and 40m1740yd	
	<u>Ayr</u>	40 1080			
		40 1360	30	30 <u>Through crossover.</u>	
	Belmont LC (CCTV)	41 990	45	45 <u>Through crossover.</u>	
	Dalrymple Jn (See page 65)	43 1170	20	<u>Through jn to Benbane branch</u>	
<u>Page 55</u>					
<u>Between Girvan and Pinwherry</u>					
<u>Amend:-</u>					
to read:-					
			20	20 <u>Bridge No.9, 1m680yd and 1m730yd.</u>	
			45	45 <u>Bridge No.9, 580yd and 1m730yd.</u>	
					Amended (28/9/86)
					(1/9/86)

MON-D11

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Pages 61 and 62						
Amend:- KILWINNING JN TO LARGS table to read:-						
	Kilwinning Jn (See Page 53)	25 1540	60	60	MAXIMUM PERMISSIBLE SPEED	The lines between Kilwinning Jn and Hunterston (excl) are controlled from Paisley SC.           DGL 1515f (460m)           All lines between Hunterston and Largs are controlled from Hunterston.
			40	25	Through jn. <u>Entering over and leaving Up Goods Loop.</u>	
			40	40	25m1560yd and 26m150yd	
	Kilwinning	26 0	40	40	Through facing crossover.	
	Dubbs Jn (See Page 63)	26 1500	25	40	Through Jn to Byrehill Jn.	
			40	40	Through trailing crossover. <u>Entering Down Goods loop.</u>	
	Stevenston (See Page 62)	28 550	50	50	29m730yd and 29m1690yd	
	Stevenston LC	28 680	50	50	Through connection to Up Largs.	
	Saltcoats	29 1210	25	50	Through jn to Ardrossan Harbour. <u>30m1060yd and 31mp.</u>	
	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	25	50	Over connection Single line <u>to Up Freight.</u>	
West Kilbride	35 220					
Hunterston (H) (See Page 63)	36 1140					
Fairlie High Sdg GF (S)	38 1650					

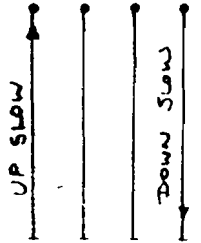
MON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down Up mph	At or between	
<u>Pages 61 and 62 - Amend - continued</u>						
↓	Fairlie High	39	20			
	Fairlie Tunnel (990 yards)	39	260			
		to				
	Admiralty Sdg GF (S)	39	1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.
	Largs	42	150			(Amended 28/9/86)
<u>Page 62</u>						
Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-						
<u>MISK TO STEVENSTON (GOODS LINE)</u>						
↓	Misk	0	1250	5	5	MAXIMUM PERMISSIBLE SPEED
	Stevenston (See Page 61)	0	0			
<u>Page 63</u>						
Add:-						
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>						
See General Instructions Page 21 0 ↓	Ardrrossan Sth Beach (See Page 61)	30	840	25	25	MAXIMUM PERMISSIBLE SPEED
		30	1030			
	Princes St LC (CCTV)	31	150			
	Ardrrossan Hbr LC	31	620			
	Ardrrossan Hbr	31	840			
						Controlled from Paisley SC.  (14/9/86)
						Controlled from Paisley SC.  No Train Staff.  Controlled from Ardrrossan Hbr LC  (14/9/86)

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
Page 64	<u>AYR HARBOUR TO NEWTON JN (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley (1/6/86)
	<u>NEWTON JN TO KILLOCH COLLIERY (GOODS LINE)</u> Add at top of Remarks column:-				Controlled from Paisley 1/6/86
Page 65	<u>DALRYMPLE JN TO BENBANE (GOODS LINE)</u> Amend reference in Remarks column to			"Ayr" to read "Paisley"	(1/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> <u>Linlithgow Engineer's Sdg</u> Amend:- GSP (S) to read:- GF (S)				(21/6/86)
Page 78	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Bo'ness Add:- DPL 970f (295m) to remarks column.				(6/9/86)
Page 79	<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u> Amend : Cadder (East end) to Cadder (West end) to read:-				
	 Cadder (East end) (CR)	5 880	<u>15</u>		<u>Entering Down slow line.</u>
			<u>30</u>		<u>Over and leaving Down slow line.</u>
	Cadder (West end)	4 1010	<u>30</u>		<u>Entering, over and leaving Up slow line</u>
					All lines between Cadder (West end) (incl.) and <u>Queen St</u> are controlled from Cowslairs. (23/8/86)

71G-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down Up mph	At or between		
Page 80	<u>EDINBURGH TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
	<u>Amend Cowlairs West Jn to Queen St High Level to read:-</u>					
	Cowlairs West Jn (see page 90 for West Curve line and page 79 for Springburn line)	1 1470	15	20	Through in to Maryhill Park <u>Through in, main passenger line to Springburn</u>	
			40	40	<u>Through facing crossover</u> <u>Through trailing crossover</u> <u>Entering and leaving Down Passenger loop East end</u>	
			40	40	<u>1m660yd and Queen St High Level tunnel Down direction</u>	
			20		<u>Entering and leaving Down Passenger loop and Down departure line West end</u>	
			1 330	40	40	<u>Through facing crossover</u>
		Queen St High Level tunnel (990 yards)	0 1320 to 0 330	20	20	<u>Through tunnel Down direction</u>
	<u>Queen St High Level</u>	0 00	50	50	<u>Omp to 2 1/2mp Up direction</u>	
Page 80	<u>Delete:- COWLAIRS TO PORT DUNDAS (GOODS LINE) table</u>				(28/6/86)	

DPL 735f (225m)

MON-D15

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Rest. tions		Remarks
			Down Up mph	At or between	
<u>Page 81</u>					
<u>POLMONT JN TO LARBERT JN</u>					
<u>Amend:-</u> <u>to read:-</u>	Between Polmont Jn and 24m1120yd		50	50	MAXIMUM PERMISSIBLE SPEED
			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	Between 24m1120yd and Larbert Jn		<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
<u>Add:-</u>			<u>50</u>	<u>50</u>	<u>21m440yd and 21mp.</u>
<u>Delete:-</u>			<u>40</u>	<u>40</u>	<u>Over curves 22mp and 23m220yd.</u>
<u>Add:-</u>			<u>55</u>	<u>55</u>	<u>Over curves 22m530yd and 22m1210yd.</u>
			<u>50</u>	<u>50</u>	<u>23m1340yd and 23m1600yd.</u>
<u>Page 85</u>					
<u>AIRDRIE TO HELENSBURGH</u>					
<u>Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to read:-</u>			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN KNIGHTSWOOD NORTH JN AND 22m1140yd		<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 22m1140yd AND HELENSBURGH				(23/8/86)
					(5/10/86)

NON-D16

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
<b>Page 92</b>						
	<u>HYNDLAND NORTH JN TO HYNDLAND WEST JN</u> Hyndland West Jn <u>Add:-</u>					S Down West Curve trailing points to Down main (normal lie is for Down main). (14/6/86)
	<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u> Hyndland West Jn <u>Add:-</u>					S Down main, trailing points from Down West Curve (normal lie is for Down main). (14/6/86)
	Clydebank Dock Jn <u>Add:-</u>			30		
				30		<u>Through east end main line trailing crossover.</u> <u>Through west end main line facing crossover.</u> (14/9/86)
<b>Page 94</b>						
	<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u> <u>To read:-</u> <u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>					
	⋮ Clydebank Central Jn (See page 93)	0	0	<u>5</u>	<u>5</u>	MAXIMUM PERMISSIBLE SPEED  Controlled from Clydebank Dock Jn
	⋮	0	90			
	⋮	109	110			Only one train may be allowed on the line at a time (30/8/86)
	⋮					
	⋮	111	570			
	⋮					
<b>Page 95</b>						
	<u>CRAIGENDORAN JN TO FORT WILLIAM</u> <u>Delete note in Remarks column.</u>					(5/7/86)
	<u>Delete:-</u>			25	35	<u>0m110yd and 0½mp</u> (5/10/86)

MON-D17



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 99</u>					
	<u>CRIANLARICH TO OBAN</u> Delete note in Remarks column.				(5/7/86)
<u>Page 100</u>					
	<u>MALLAIG JN TO MALLAIG</u> Amend note in Remarks column to read :-				The line between Mallaig Jn and Annat in both directions is not AWS fitted. (5/7/86)
<u>Page 101</u>					
	<u>MALLAIG JN TO MALLAIG</u> Morar LC (AOCL) Delete:- note in remarks column	36 1230			(21/9/86)
<u>Page 102</u>					
	<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>  Amend :- 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED entries to read :- <u>BETWEEN TWEEDMOUTH AND BERWICK</u>  <u>BETWEEN BERWICK AND 69MP</u>  <u>BETWEEN 69MP AND 52M790YD</u>  Between Tweedmouth and <u>Berwick-upon-Tweed</u>  Tweedmouth (T) Add:- mileage				
		65 1720	125	125	MAXIMUM PERMISSIBLE SPEED
			100	100	MAXIMUM PERMISSIBLE SPEED
			90	90	MAXIMUM PERMISSIBLE SPEED
	Amend last catch points entry in Remarks column to read :-  Add in Remarks column :-  <u>Berwick-upon-Tweed</u> Add:- mileage				
		67 00			CW. Connection from Down Goods loop (north end) to Down Main line. The Down line through Berwick Station is worked in both directions. (13/9/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed restrictions		Remarks	
			Down mph	Up mph		
<p><u>Page 103</u> <u>Amend :-</u></p>	Torness Siding GSP (S)	32 1690	<u>90</u>	<u>90</u>	<u>67m1520yd and 69mp.</u>	
			<u>80</u>	<u>80</u>	<u>69mp and 69m1450yd.</u>	
<u>to read :-</u>			<u>95</u>	<u>90</u>	<u>67m1520yd and 69mp.</u>	
<u>Add:-</u>			<u>90</u>	<u>80</u>	<u>69mp and 69m1450yd.</u>	
			<u>85</u>	<u>85</u>	<u>69m1450yd and 53m750yd.</u>	(15/6/86)
<p><u>Pages 119 and 120</u> <u>HAYMARKET WEST JN TO ABERDEEN</u> <u>Between Usan and Montrose South</u></p>						
<u>Add: T to Signalling System Column</u>						
<u>(This amends the item published in WON No.21)</u>						(23/8/86)
<p><u>Page 130</u> <u>PERTH TO INVERNESS</u> <u>Amend:-</u></p>			<u>65</u>	<u>65</u>	<u>20m510yd and 21m900yd</u>	
			<u>60</u>	<u>60</u>	<u>Over curves, 23m1430yd and 23m1650yd</u>	
<u>To read:-</u>			<u>65</u>	<u>65</u>	<u>20m510yd and 21m1030yd</u>	
			<u>60</u>	<u>60</u>	<u>Over curves, 23m1340yd and 23m1650yd</u>	(19/4/86)
<p><u>Page 133</u> <u>Delete</u></p>	<u>/T/</u>	65 880				
	<u>/T/</u>	68 1450				(21/6/86)

WON-D19

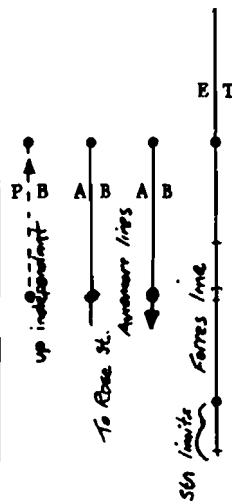
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks		
			Down mph	Up At or between			
Pages 134 and 135							
Amend Between Culloden Moor and Inverness to read:							
	Culloden Moor	111 660		40	Up line to single line		
	<u>/T/</u>	114 880		55	55	Over curves, 116m1120yd and 117m310yd	
				40	40	117m310yd and 117m380yd	
				15	15	117m380yd and 118m70yd	
	Millburn Jn (see page 141)	117 440					
	Welsh's Bridge (see pages 141 and 143)	117 1230					
Locomotive	117 1470						
Inverness	118 70					(28/9/86)	
Page 135							
PERTH TO DUNDEE CENTRAL JN							
Amend between Perth and Jn with single 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	15	Sig P65 and sig P112.	(14/6/86)

MON-D20

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 140					
<u>ABERDEEN TO INVERNESS</u>					
Amend:-	Kinloss LC (AHB)	3 220			
to read:-	Kinloss LC (AHB)	2 1650			
Amend:-	Forres LC	0 330			
to read:-	Forres LC	0 352			(2/8/86)
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>					
Amend			20 60	20 60	<u>131m1210yd and 132m110yd.</u>
to read:-			20 60	20 60	<u>131m1210yd and 132m110yd.</u>
Page 141					
Amend between	<u>Allanfearn LC (AOCL) and Inverness to read:</u>				
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	<u>Approaching LC</u>
	Raigmore LC	143 200	15	15	<u>143m170yd and 143m440yd</u>
	Millburn Jn (see page 134)	143 440 117 440	10	10	<u>Over single connecting line between Forres and Aviemore lines</u>
	Welsh's Bridge (see pages 135 and 143)	117 1230	15	15	<u>117½mp and 118m70yd</u>
	Locomotive	117 1470			
	<u>Inverness</u>	118 70			(28/9/86)



NON-D21

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down mph	Up mph	
<u>Page 143</u>						
	<u>INVERNESS TO WICK</u>					
	Between Welsh's Bridge and Clachnaharry					
	<u>Amend</u>			<u>20</u>	<u>20</u>	<u>117ml230yd and 0m900yd</u> <u>(total distance 1010yd)</u>
	to read:-			<u>15</u>	<u>15</u>	<u>117ml230yd and 0m500yd</u> <u>(total distance 610yd)</u>
				<u>20</u>	<u>20</u>	<u>0m500yd and 0m900yd</u>
	Between <u>Dingwall</u> and <u>Invergordon</u>					
	<u>Delete:-</u> ET from Signalling System column.					(28/9/86)
						(21/6/86)
<u>Page 144</u>						
	<u>Delny LC (AOCL)</u>			<u>30</u>	<u>30</u>	<u>Approaching L.C.</u>
	<u>Amend:-</u>			<u>55</u>	<u>55</u>	
	to read:-			<u>30</u>	<u>30</u>	<u>Approaching L.C.</u>
				<u>55</u>	<u>55</u>	
	<u>Tain - Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through loop connections.</u>
						(21/6/86)
<u>Page 145</u>						
	<u>Amend:-</u>			<u>25</u>	<u>25</u>	<u>Approaching LC</u>
	to read:-			<u>30</u>	<u>30</u>	<u>Approaching LC</u>
				<u>55</u>	<u>55</u>	
	Between <u>Brora L.C. (AOCL)</u> and <u>Brora</u>					
	<u>Amend:-</u>			<u>10</u>	<u>10</u>	
	Brora LC (AOCL)	90	680	<u>15</u>	<u>15</u>	
	Brora	90	1060			
	to read:-			<u>10</u>	<u>10</u>	
	Brora LC (AOCL)	90	680	<u>15</u>	<u>15</u>	
	Brora	90	1060			(30/8/86)
	Between <u>Brora</u> and <u>Helmsdale</u>					
	<u>Add:-</u>			<u>25</u>	<u>25</u>	<u>Approaching LC</u>
	Dalchalm (AOCL)	91	660	<u>50</u>	<u>50</u>	(18/5/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
<u>Page 148</u>						
	<u>DINGWALL TO KYLE OF LOCHALSH</u> <u>Garve</u>					
	<u>Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through Loop connections.</u> (21/6/86)
<u>Page 149</u>						
	<u>Achnasheen - Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through loop connections.</u>
	<u>Strathcarron - Delete:-</u>			<u>15</u>	<u>15</u>	<u>Through Loop connections.</u> (21/6/86)
<u>Page 156</u>						
	<u>HAYMARKET WEST JN TO ABERDEEN</u> <u>Between Usan and Montrose South</u>					
	<u>Add : T to Signalling System Column</u> <u>(This supersedes the item published in WON No.21)</u>					(23/8/86)
<u>Page 157</u>						
	<u>Amend:-</u> <u>to read:-</u>					
	<u>Portlethan</u> <u>Portlethen</u>					(30/8/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down	Up		
Page 166	Amend between Culloden Moor and Inverness to read:					
	Culloden Moor	111 660		40	Up line to single line	
	<u>/T/</u>	114 880		65	65	Over curves, 116m1120yd and 117m310yd
				40	40	117m310yd and 117m380yd
	Millburn Jn (see page 141)	117 440		15	15	117m380yd and 118m70yd
	Welsh's Bridge (see pages 141 and 143)	117 1230				
	Locomotive	117 1470				
<u>Inverness</u>	118 70					

(28/9/86)

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

## SECTION 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
<u>Page 1</u>			
<u>Gretna Jn to Eglinton Street Jn (via Kilmarnock)</u>			
<u>Delete</u> :-	Barony Jn/Auchinleck entry		(27/5/86)
<u>Page 2</u>			
<u>Delete</u> -	Admiralty Sdg./Fairlie High entry		(11/5/86)
	Stevenston No.2/Stevenston No.1 entry		(10/8/86)
<u>Delete</u> -	<u>Holm Jn to Ardrossan Harbour</u> and relative entries.		(1/6/86)
<u>Page 4</u>			
<u>Delete</u> :-	<u>Clydebank Central Jn to Old Kilpartick (Goods Line)</u> and relative entries		(30/8/86)
<u>Page 6</u>			
<u>Perth to Inverness</u>			
<u>Delete</u> :-	last four entries		
<u>Add</u>			
Millburn Jn/Locomotive box	Single	F	ECS
Locomotive box/Millburn Jn	Single	F	ECS
<u>Aberdeen to Inverness</u>			
<u>Delete</u> :-	last two entries		
<u>Add</u> :-			
Millburn Jn/Locomotive box	Single	F	Trains for goods yard
<u>Page 7</u>			
<u>Inverness to Wick</u>			
<u>Amend</u> :-			
Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles.
<u>To read</u> :-			
Welsh's Bridge/Rose Street	Down	F	30 freight vehicles BV or 6 fitted freight vehicles ECS (28/9/86)
<u>TABLE E - RULE BOOK, SECTION C, CLAUSES 4.6 AND 5.9</u>			
Signal Box	Signal		Remarks
<u>Page 9</u>			
<u>Perth to Inverness</u>			
<u>Amend</u> entry under this heading to read :-			
Inverness Locomotive	Down home		For backing movements from Millburn Jn to passenger station. (28/9/86)
<u>Inverness to Wick</u>			
Dingwall	<u>Delete</u> entry in Remarks column		(21/6/86)



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

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

From	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
<u>Add:-</u>				
<u>Kilwinning Jn to Largs</u>				
Stevenston	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 Notice No.16				Amended (27/9/86)

Page 12Add :-Perth to Inverness

Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	-

Add :-Aberdeen to Inverness

Millburn Jn	Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-

Inverness to WickAdd :-

Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-

(28/9/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEXAdd:-

Class 318 Electric Multiple Units-Emergency Couplings	<u>Page</u> 56 (1/9/86)
Anti-Vandal trains	79 (31/5/86)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedSINGLE LINES WORKED BY THE SCOTTISH REGION TOKENLESS BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNEDPage 11 - 8. Shunting keys - Delete:-

<u>From</u>	<u>To</u>	
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 12SECTION 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 CONCERNEDPage 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedSINGLE LINES WORKED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED - continuedPage 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 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

Add:- Ardrossan South Beach to Ardrossan Harbour  
Carmondean Jn to Bathgate Station

(14/9/86)

Page 24BREAKDOWN CRANES

Amend tabular information to read :-

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 25BREAKDOWN 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

(21/6/86)

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:-

<u>Location</u>	<u>Crane Nos. Affected</u>
Auchmuty Branch )	ADRC 95204, 96711, 96705, 96715, 96700
Inverness Harbour Branch )	(21/6/86)

Page 26

SPEED RESTRICTIONS

Amend tabular information to read:-

<u>Location</u>	<u>Speed mph</u>	<u>Crane Nos. Affected</u>
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/EDC/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 communication 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 heard 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 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 56Amend heading "Route Availability of Class 303/311 and 314 multiple unit trainsto 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 61WORKING OF DIESEL MULTIPLE UNIT TRAINSDelete - Anti-Vandalism train and relative instruction

(31/5/86)

Page 79 - AddANTI-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)

## CONTINUOUS BRAKE TRAIN OPERATION

From	To	Line	Maximum unfitted load (tonnes)
1. <u>Assisting in rear</u>			
2. <u>Areas of Signalling Restraint</u>			
<u>Carlisle to Glasgow Central</u>			
<u>Amend</u> - Uddingston to Motherwell entry to read :-			
Newton East Jn	Motherwell	Up	90 (20/4/86)

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) :-

<u>Signal No.</u>	<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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedINSTRUCTIONS 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

<u>Platform No</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>				
1	G2	G38	<u>Ayr</u> 1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
12	-	G63	1	P139
13	-	G67	2	P138

\* First signal quoted is nearest buffer stop.

(28/9/86)

Page 101STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINESDelete: Cadder Down Goods line from table.

(3/8/86)

SECTION 4LOCAL INSTRUCTIONSINDEX

	<u>Page</u>
<u>Page (i) Delete:-</u> Barony Colliery Branch	26 (27/5/86)
<u>Page (iii) Delete</u> Fairlie entry	(11/5/86)
<u>Page (iv) Add :-</u> Large entry	35 (27/9/86)
<u>Page (v) Add :-</u> Millerhill Electrification Depot	72 (27/9/86)



Page 20FINNIESTON STATIONAmend heading to read:- EXHIBITION CENTRE STATION

(21/6/86)

Page 23DUMFRIESReception 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 26SHEWALTON MOSSMain line sdgs -Amend reference to "Barassie Jn" to read "Paisley Sc" (25/5/86)Page 27 - Add:-GLENGARNOCKYoungs 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 PRESTWICKPrestwick 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)

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 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.

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:-

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.
2. 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 Corroun, tokens must only be exchanged at a stop board at Corroun 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 Corroun, when a train is allowed to go forward from Rannoch or Tulloch towards Corroun under the Warning Arrangement, the signalman will, when authorising the driver to proceed, verbally instruct him that the section is clear to the first stop board.

Trains are not allowed to proceed forward to Garelochhead, Glen Douglas, Arrochar and Tarbet, Ardlui, Crianlarich, Tyndrum Upper, Bridge of Orchy, Rannoch, Tulloch, 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.

<p>(SPECIMEN)</p> <p>BRITISH RAILWAYS (Scottish Region)</p> <p>RANNOCH</p> <p>You may occupy the single line towards</p> <p>BRIDGE OF ORCHY</p> <p>for shunting</p>
---

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 be taken as meaning distant boards and instructions concerned observed as far as can be applied.

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

At Corroul, 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 Corroul, 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 Corroul). 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

GLENFINNANShunting

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

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)

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. <u>SPECIMEN</u>	DATE _____
<u>BRITISH RAILWAYS</u> <u>(Scottish Region)</u>	
To the Driver of _____ train.	
On arrival at Mallaig you are instructed to shunt the train clear of the single line in accordance with the Local Instructions.	
Authorised by _____	
Designation _____	
_____ Signalman Arisaig/Glenfinnan*	
_____ Driver	
* Delete as appropriate	

(5/7/86)

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 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

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, Cancelliing 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)

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

UNTIL FURTHER NOTICE - The Down platform has been temporarily shortened by 70 yards at the Townhill end and a temporary 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

Amend second sentence to read:-

The sign, shaped like and inverted triangle, has black numerals on a white background with a yellow border.

**No.30****WEEKLY OPERATING NOTICE**

**CONTAINING  
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.

GLASGOW

**J M SUMMERS  
REGIONAL OPERATIONS MANAGER**

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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 40mph between 2½mp and 3mp will be removed. The permanent speed restriction of 50mph between 2½mp and 2¾mp will be amended to be 50mph between 2½mp and 3mp.

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)

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 - CARRBRIDGE - AWS track equipment associated with the undernoted signals will be provided:-

Up direction - AC 336, AC 336R  
 Down direction - AC 333, AC 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 0m110yd and 0 $\frac{1}{2}$ mp 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 C1

A new colour light signal, C1, 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 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.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS 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

- ◇37 - 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.

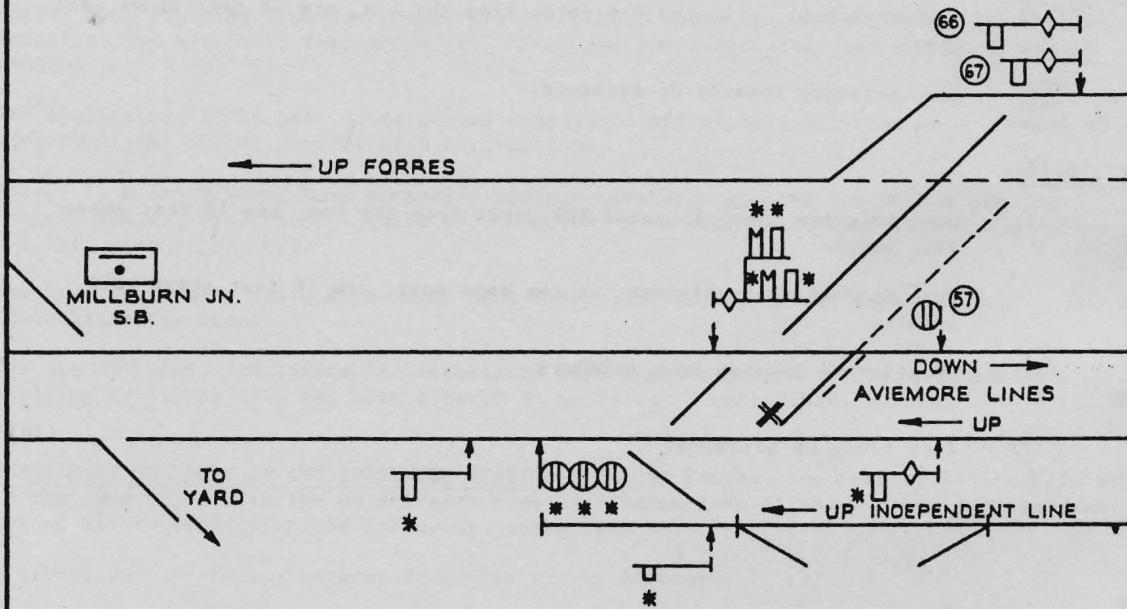
- ◇34 - Up Aviemore towards Down Aviemore.

- ◇77 - Back along Up Aviemore.

(30)



INVERNESS RESIGNALLING  
( STAGE 6A )



EXPLANATION OF SYMBOLS.

SEMAPHORE SIGNALS

— DISTANT

STOP.

— FULL ARM  
 — SMALL ARM  
 — DIAMOND SIGN

— GROUND DISC.

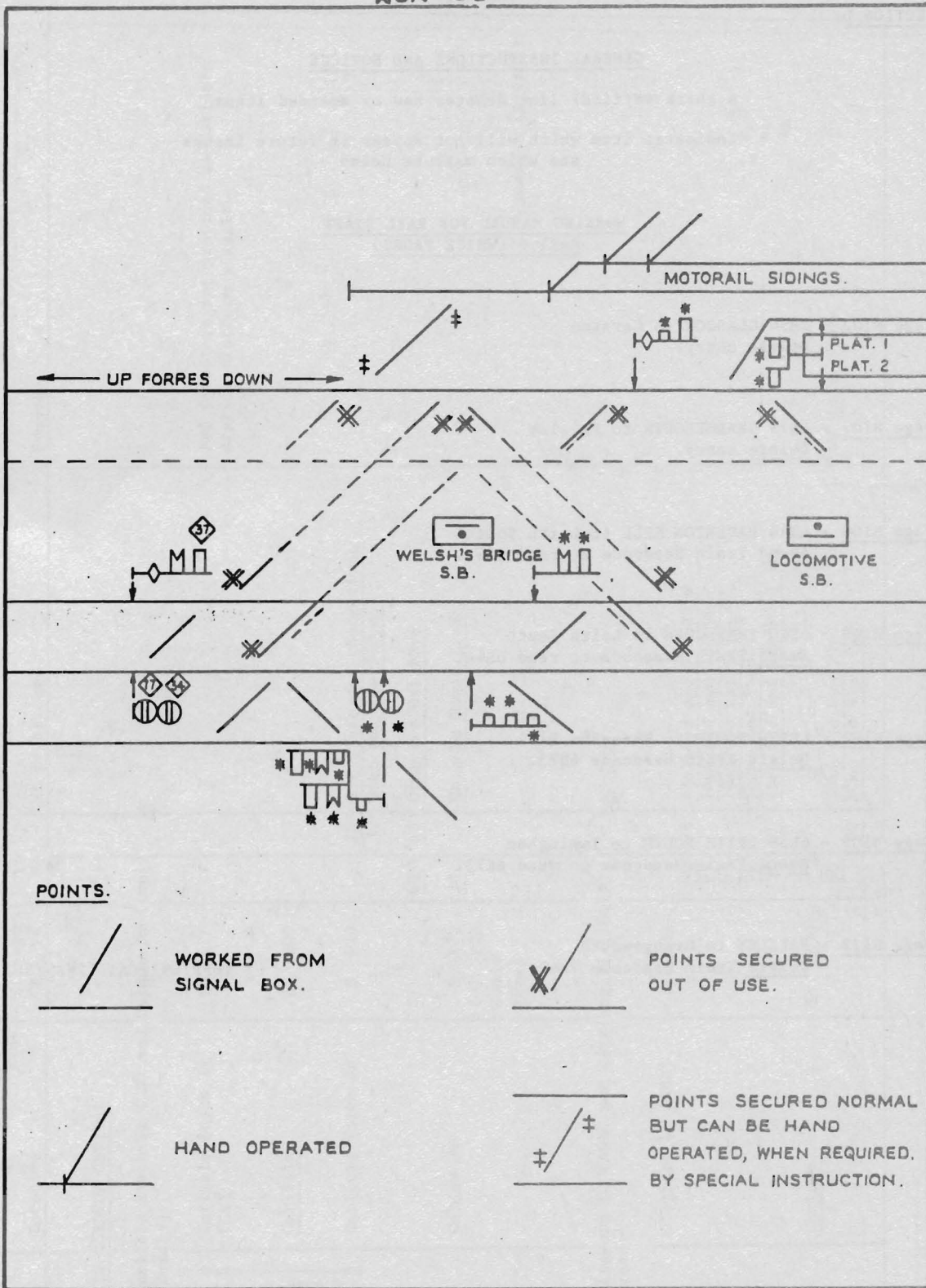
MISCELLANEOUS

\* — EXISTING SIGNAL

(57) — SIGNAL OPERATED FROM MILLBURN

(77) — SIGNAL OPERATED FROM WELSH'S BRIDGE

----- TRACK OUT OF USE



**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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

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)

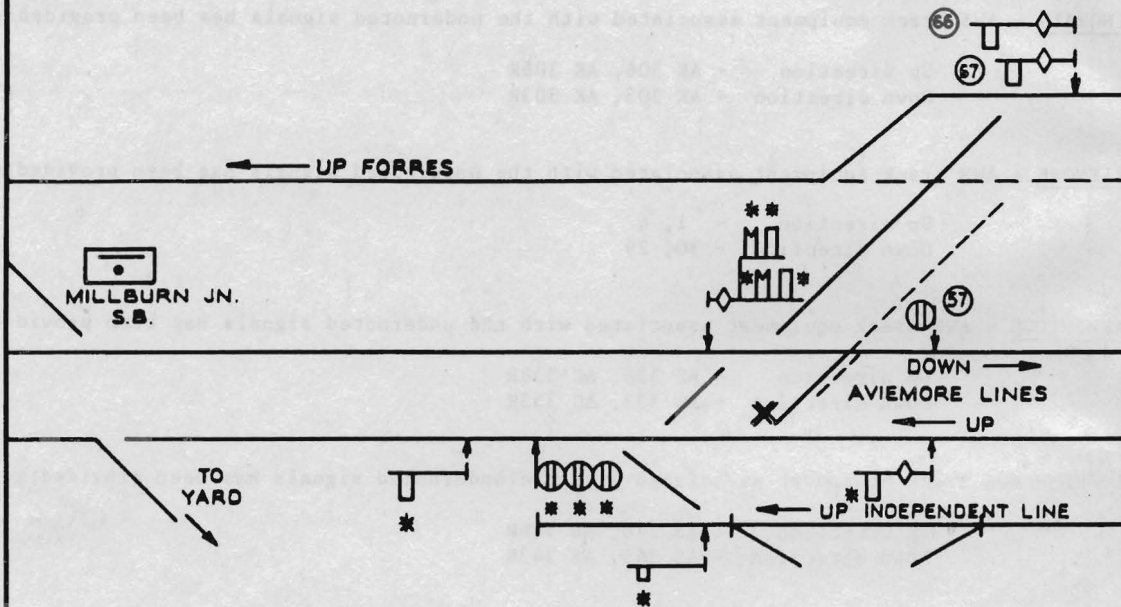
INVERNESS LOCOMOTIVE - The existing connection Up and Down Forres line to Platforms 1 and 2 has been removed and a new connection provided 88 yards farther from the box.

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. (33)

**INVERNESS RESIGNALLING  
(STAGE 6A)**







**EXPLANATION OF SYMBOLS.**

SEMAPHORE SIGNALS

 — DISTANT

STOP

 — FULL ARM  
 — SMALL ARM  
 — DIAMOND SIGN

 — GROUND DISC.

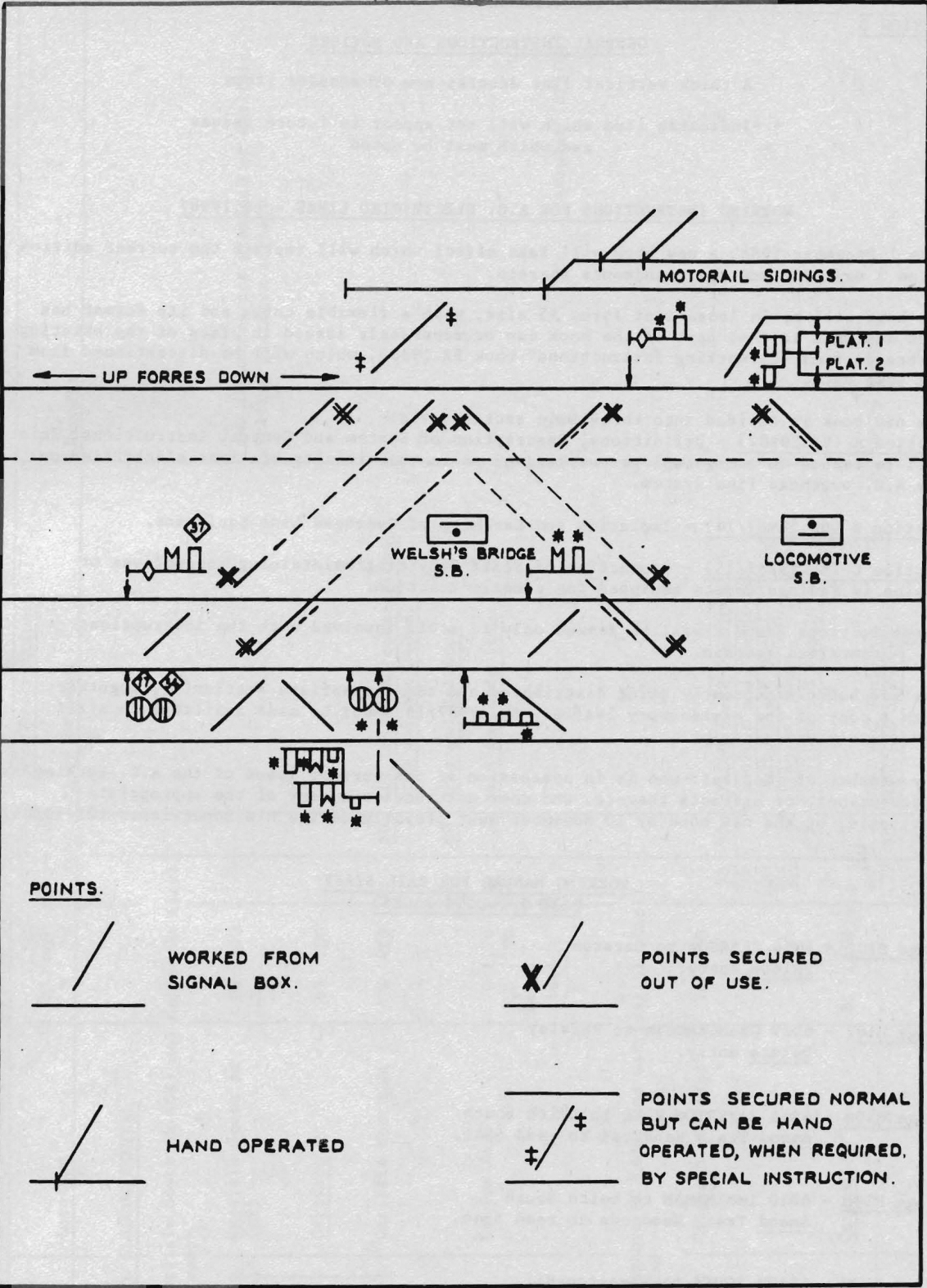
MISCELLANEOUS

\* — EXISTING SIGNAL

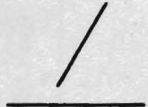
⑤⑦ — SIGNAL OPERATED FROM MILLBURN

◇ — SIGNAL OPERATED FROM WELSH'S BRIDGE

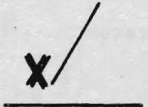
----- TRACK OUT OF USE



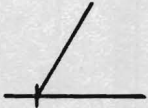
**POINTS.**



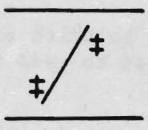
WORKED FROM SIGNAL BOX.



POINTS SECURED OUT OF USE.



HAND OPERATED



POINTS SECURED NORMAL BUT CAN BE HAND OPERATED, WHEN REQUIRED, BY SPECIAL INSTRUCTION.

**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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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


DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 2 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, P224, 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.

(35)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS 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. (33)

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. (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)

BLAIR ATHOLL - AWS track equipment associated with the undernoted signals has been provided:-

Up and Down distant  
Dalnacardoch Down 1B distant  
Dalnaspidal Down 1B distant (33)

DALWHINNIE - AWS track equipment associated with the undernoted signals has been provided:-

Up and Down distant  
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)

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

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.

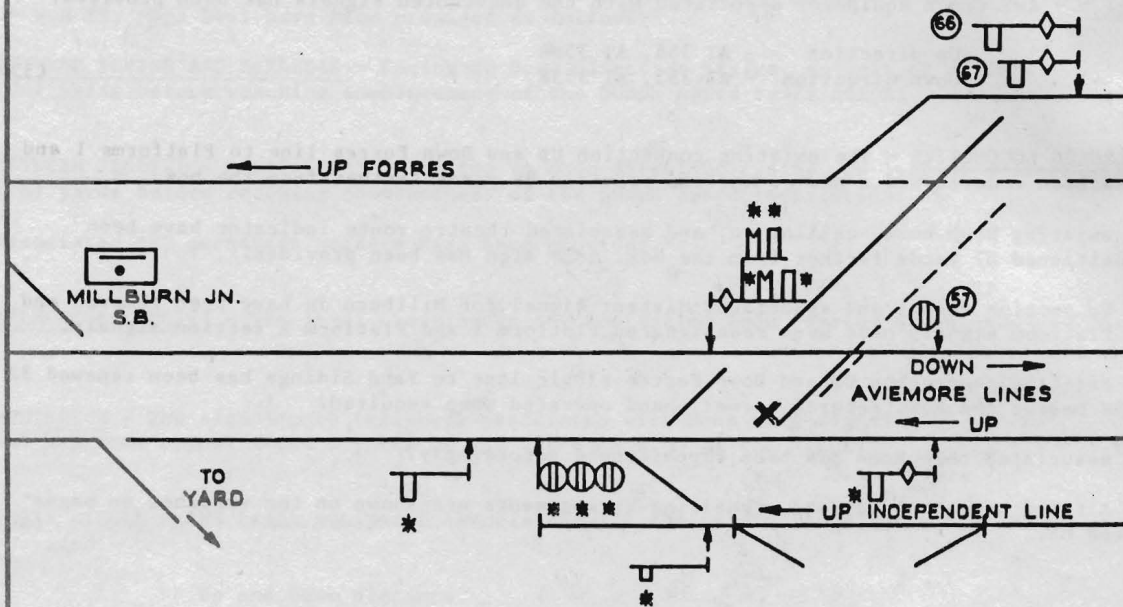
The Up section signal and associated distant signal for Millburn Jn have been removed and the Platform signals have been redesignated Platform 1 and Platform 2 section signals.

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)

**INVERNESS RESIGNALLING  
(STAGE 6A)**







**EXPLANATION OF SYMBOLS.**

SEMAPHORE SIGNALS

 — DISTANT

STOP

 — FULL ARM  
 — SMALL ARM  
 — DIAMOND SIGN

 — GROUND DISC.

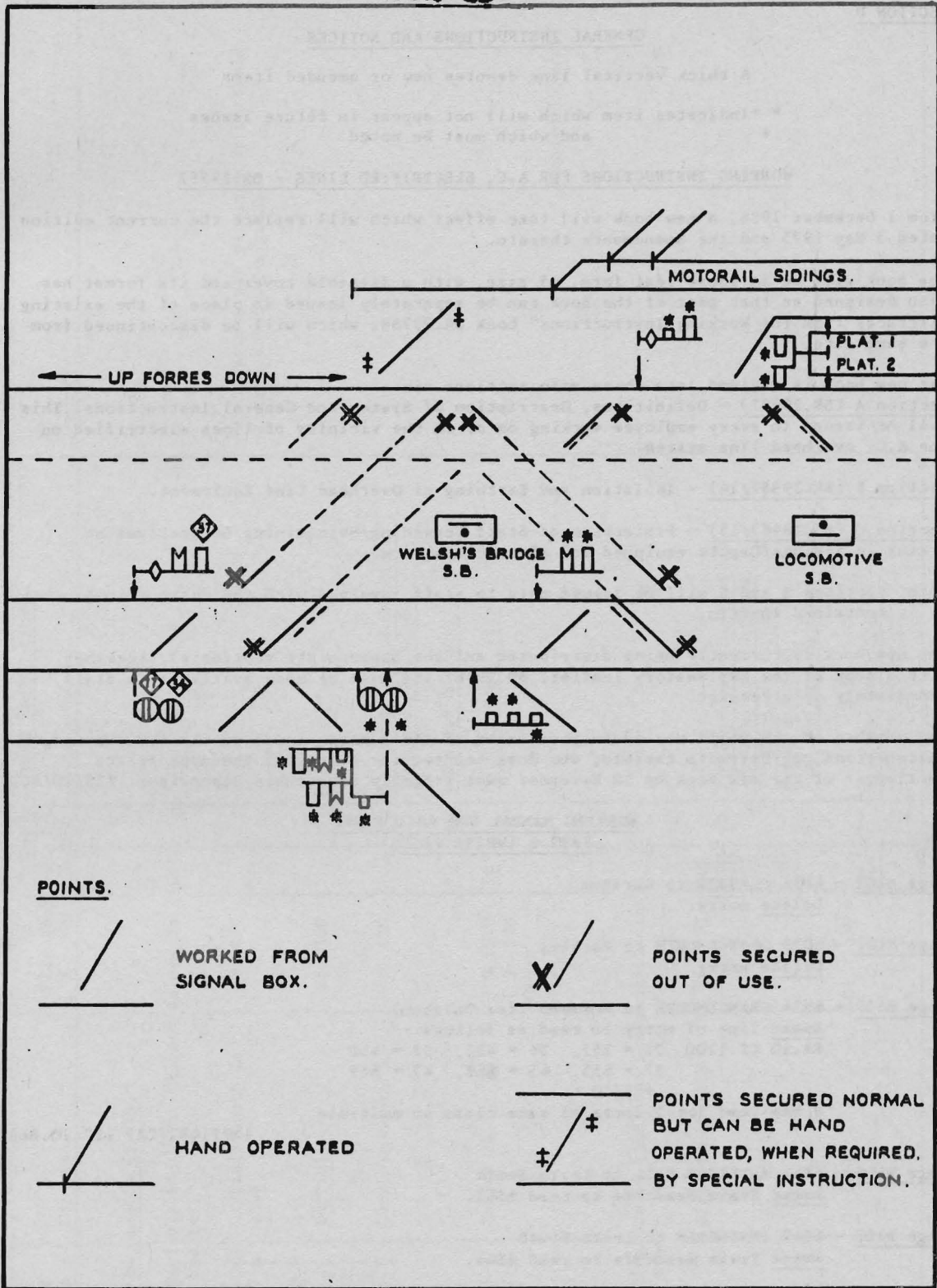
MISCELLANEOUS

\* — EXISTING SIGNAL

57 — SIGNAL OPERATED FROM MILLBURN

77 — SIGNAL OPERATED FROM WELSH'S BRIDGE

----- TRACK OUT OF USE



**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.

GLASGOW

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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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 ATEMPORARY 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.

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>								
1	Abington	Down Up	58	820	58	940	$\frac{20}{40}$	Trackwork. (86/32) <u>Finishes 02 15 Sun 9 Nov.</u>
2	Abington	Down -	58	820	58	940	$\frac{20}{40}$	Trackwork. (86/33) <u>Begins 02 15 Sun 9 Nov.</u>
3	Abington and Symington GF	- Up	58	1240	58	820	$\frac{20}{40}$	Trackwork. (86/33) <u>Begins 02 15 Sun 9 Nov.</u>
4	Cleghorn LC	Down -	76	500	76	540	$\frac{20}{40}$	Trackwork. (86/33) <u>Begins 15 00 Sun 9 Nov.</u>
5	Cleghorn LC	- Up	76	540	76	500	$\frac{20}{40}$	Trackwork. (86/32) <u>Finishes 15 00 Sun 9 Nov.</u>
6	Shieldmuir Jn and Garriongill Jn	- Up	86	1046	86	166	$\frac{20}{40}$	Trackwork. (86/32)
7	Uddingston Jn	Down -	93	000	93	1087	$\frac{20}{40}$	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)
<u>MIDCALDER JN TO HOLYTOWN JN</u>								
11	Hartwood and Bellside GF	Down -	6	980	6	985	40	Condition of track. (86/4)

## WON-A2

Location	Lines affected		Mileage At or between				Restriction mph	Remarks
			M	Yd	M	Yd		
<u>LAW JN TO UDDINGSTON JN</u>								
12 Holytown Jn and Ravenscraig No.2	-	Up	88	1340	88	1260	40	Condition of track. (86/23)
<u>LARKFIELD JN TO SHIELDS JN</u>								
13 Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>								
14 Dumfries South	Down	-	92	1100	92	920	$\frac{20}{40}$	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.							
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>								
18 Crosshill	Inner	-	1	340	0	1500	20	Trackwork. (86/30) <u>See Section 'D'.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>								
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)
<u>PAISLEY TO GOUROCK</u>								
22 Bishopton and Langbank	Down	-	114	635	114	1500	20	Trackwork. (86/33) <u>Begins 00 45 Sun 9 Nov.</u>
23 Newton Street Tunnel	Down	Up	124	320	124	880	20	Trackwork. (86/31) <u>Finishes 10 00 Sun 9 Nov.</u>
24 Newton Street Tunnel	-	Up	124	880	124	320	20	Trackwork. (86/33) <u>Begins 10 00 Sun 9 Nov.</u>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>								
25 Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork. (86/25)



## WON-A3

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>KILWINNING JN TO LARGS</u>								
26	Stevenston LC and Salcoats	Down -	29	192	29	601	20	Trackwork. (86/29)
27	Ardrossan South Beach	- Up Freight	30	1000	30	880	20	Trackwork. (86/30) <u>Finishes 10 00 Sun 9 Nov.</u>
28	West Kilbride and Ardrossan South Beach	- Up Freight	33	1100	33	440	20	Trackwork. (86/26)
<u>MOTHERWELL TO PERTH</u>								
29	Greenfoot LC and Cumbernauld	Down -	99	30	99	1120	$\frac{20}{40}$	Trackwork. (86/32)
30	Plean Jn and Polmaise	Down Up	116	500	116	520	$\frac{20}{40}$	Condition of track. (86/31)
31	Dunblane and Greenloaning	Down -	124	1020	124	1180	20	Condition of UB No.6. (86/33) <u>Begins 00 00 Sun 3 Nov.</u>
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>								
32	Langloan Jn and Carmyle Jn	Down -	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>								
33	Haymarket Station	Down - North	1	470	1	570	20	Trackwork. (86/32)
34	Haymarket Station	- Up South	45	1720	46	000	) 20 ) )	Trackwork. (86/32)
					1	530		
			1	530	1	470		
			Overall mileage = 100yd					
35	Haymarket West Jn and Newbridge Jn	Down -	43	820	43	180	20	Trackwork. (86/32) <u>Finishes 15 00 Sun 9 Nov.</u>
36	Haymarket West Jn and Newbridge Jn	Down -	43	180	42	1460	$\frac{20}{40}$	Trackwork. (86/32) <u>Finishes 15 00 Sun 9 Nov.</u>
37	Haymarket West Jn and Newbridge Jn	Down -	43	820	42	1460	20	Trackwork. (86/33) <u>Begins 15 00 Sun 9 Nov.</u>
38	Greenhill Upper Jn and Falkirk High	- Up	18	236	18	1116	$\frac{30}{60}$	Trackwork. (86/32)
<u>AIRDRIE TO HELENSBURGH</u>								
39	Bellgrove	Down Up	1	000	0	1600	20	Trackwork. (86/33) <u>Begins 05 00 Mon 10 Nov.</u>
40	Westerton and Drumchapel	Down Up	6	673	6	713	20	Bridgework.(UB No.144) (86/32) <u>Finishes 07 30 Sun 9 Nov.</u>
41	NOT USED.							

## WON-A4

Location	Lines affected		Mileage		Restriction mph	Remarks	
			At	or between			M
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>							
42	Grantshouse and Reston GSP	Down	-	45 1514	44 1304	20	Trackwork. <u>Applies 01 40 to 07 00</u> <u>daily Tue 11 to Fri 14</u> <u>Nov.</u>
43	Grantshouse and Reston GSP	Down	-	45 330	44 1705	20	Trackwork. (86/32) <u>Finishes 08 30 Mon 10 Nov.</u>
44	Prestonpans	-	Up Loop	9 980	9 1680	20	Trackwork. (86/33) <u>Begins 09 00 Mon 10 Nov.</u>
45	Monktonhall Jn and Prestonpans	-	Up	8 00	8 704	<u>20</u> 40	Trackwork. (86/32)
46	Prestonpans and Monktonhall Jn	Down	-	8 704	8 00	20	Trackwork. <u>Applies 04 00 to 16 30</u> <u>Sun 9 Nov.</u>
<u>MONKTONHALL JN TO MILLERHILL SOUTH JN</u>							
47	Monktonhall Jn and Millerhill South Jn	Down	Up	0 1320	0 1220	20	Trackwork. (86/33) <u>Begins 08 00 Sun 9 Nov.</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>							
48	Millerhill and Niddrie South Jn	Down	Up	4 1280	4 1100	20	Condition of track. (85/22)
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>							
49	Niddrie South Jn and Craiglockhart Jn	Down	-	4 1440	4 570	20	Trackwork. (86/32)
<u>HAYMARKET WEST JN TO ABERDEEN</u>							
50	Burntisland and Kirkcaldy	Down	-	24 570	24 660	20	Bridgework. (UB No.77) (86/32) <u>Finishes 15 00 Wed 12 Nov.</u>
51	Kirkcaldy and Burntisland	-	Up	24 660	24 570	20	Bridgework. (UB No.77) <u>Applies 05 00 to 16 45</u> <u>Sun 9 Nov.</u>
52	Leuchars and Cupar	-	Up	47 400	47 1050	20	Trackwork. <u>Applies 07 30 Sun 9 to</u> <u>15 00 Fri 14 Nov.</u>
53	Dundee Central Jn and Tay Bridge South	-	Up	57 220	56 910	20	Trackwork. (86/28) <u>See Section 'D'.</u>
54	Tay Bridge South and Dundee Central Jn	Down	-	56 910	57 220	30	Trackwork. <u>Applies 23 30 Sat 8 to</u> <u>16 15 Sun 9 Nov.</u>
55	Arbroath LC and Inverkeilor	Down	Up	21 880	22 000	70	Condition of track. (86/29)

## WON-A5

Location	Lines affected	Mileage				Restriction mph	Remarks
		At or between					
		M	Yd	M	Yd		
<u>LADYBANK JN TO HILTON JN</u>							
56	Ladybank Jn and Clatchard Craig South GF	Single	5 1680	6	00	20	Bridgework (UB No.13) (86/8)
<u>PERTH TO INVERNESS</u>							
57	Perth and Stanley Jn	Down -	151 1120	152	280	$\frac{20}{40}$	Trackwork. (86/32)
58	Stanley Jn and Perth	- Up	152 280	151	1120	40	Trackwork. <u>Applies 22.00 Sat 8 to 24.00 Sun 9 Nov.</u>
59	Blair Atholl LC and Dalnacardoch GF	Down -	41 480	41	580	20	Bridgework (UB No.99) (86/33) <u>Begins 09.30 Sun 9 Nov.</u>
<u>ABERDEEN TO INVERNESS</u>							
60	Rosarie LC and Elgin	Single	27 198	26	1078	$\frac{30}{50}$	Condition of track. (85/33)
61	Allan Fearn LC (AOCL) and Raigmore LC	Single	140 550	140	1290	$\frac{20}{40}$	Trackwork. (86/32)
<u>INVERNESS TO WICK</u>							
62	Foulis LC (RG) and G. Wood GF (S)	Single	24 1660	25	330	20	Trackwork. (86/32)
63	Walten LC (AOCL) and Wick	Single	155 300	155	820	20	Trackwork. (86/33) <u>Begins 08.00 Sun 9 Nov.</u>
<u>DINGWALL TO KYLE OF LOCHALSH</u>							
64	Strathcarron LC (AOCL) and Attadale Halt	Single	48 160	48	1550	20	Trackwork. (86/28)

SECTION BTEMPORARY ENGINEERING WORKS

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL</u>		
<u>UNTIL FURTHER NOTICE</u>		
65 Shieldmuir Jn and Motherwell	All	00 00 to 05 00 daily. Signalling work.
66 Glasgow Central	All	00 00 to 06 00 daily. Signalling work.
<u>SATURDAY 8 NOVEMBER</u>		
67 Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>
68 Glasgow Central	Top Platforms Nos.7 and 8 BLOCKED	00 30 to 05 30. Track renewal at points No.304A.
<u>SATURDAY 8 and SUNDAY 9 NOVEMBER</u>		
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.
<u>SUNDAY 9 NOVEMBER</u>		
70 Carlisle South Jn	All BLOCKED All <u>Between Trains</u>	06 00 to 13 00 ) Track renewal and signalling 13 00 to 16 00 ) work. <u>Points and signals disconnected. Possession to be given up for passage of WTT Trains.</u>
71 Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	07 00 to 16 45. Track renewal and loading rails. <u>Isolation of electrical sections EM1 and 2.</u>
72 Lockerbie and Wamphray GF	Down and Up BLOCKED	07 00 to 16 30. Bridgework (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	All	08 00 to 17 00. Signalling work.
75 Abington	All	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 ) track renewal. <u>Isolation of electrical sections LC1,2,3, 00 30 to 16 15 ) and 4, 02 15 to 16 15 )</u>
77 Symington GF and Carstairs	Down and Up BLOCKED	02 30 to 16 15. Overhead line work. <u>Isolation of electrical sections LC3 and 4.</u>
78 Carstairs	All	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 MC3(d and e) and MC4(d and e), 02 40 to 16 00.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between      Lines affected      Remarks

CARLISLE TO GLASGOW CENTRAL - continued  
SUNDAY 9 NOVEMBER - continued

80	Law Jn and Shieldmuir Jn	Down and Up	BLOCKED	00 00 to 16 15. Track renewal and loading rails. <u>Trains diverted via Wishaw 00 30 to 08 00.</u> <u>Isolation of electrical sections MCl to 4.</u>
81	Motherwell (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, ML1 and 2 and MHL.</u>
82	Logans Road LC and Uddingston Jn	Down	BLOCKED	00 30 to 08 30. Track renewal and track maintenance. <u>Trains diverted via Bellshill.</u>
83	Newton East Jn	Down and Up	<u>Between Trains</u>	07 00 to 17 00. Track renewal at points Nos.36A & B and 38.
84	Polmadie	All		08 00 to 17 00. Signalling work.
85	Polmadie and Larkfield Jn	Down and Up	Clydesdale and Down Holding Sidings <b>BLOCKED</b> Down Fast <b>BLOCKED</b> (to electric trains)	08 00 to 18 00. Overhead line work. <u>Isolation of electrical sections EN2(b to h), EB1(j) and EB2(a).</u>
86	Larkfield Jn and Bridge Street Jn	Down and Up	Fast, No.1 Down line and Nos.3 and 4 lines <b>BLOCKED</b> No.1 Up line <b>BLOCKED</b> (to electric trains)	00 00 to 08 00. Overhead line work and track renewal at points No.379B. <u>Isolation of electrical sections EN1 and 2 and EG1,2,3 and 4.</u>
87	Eglinton Street Jn and Bridge Street Jn	No.4 line	<b>BLOCKED</b>	08 00 to 18 00. Track renewal at points No.362.
88	Glasgow Central	All		08 00 to 17 00. Signalling work.
89	Glasgow Central	Nos.3,4 and X lines		00 00 to 15 30 ) Track renewal. <u>Isolation of electrical sections EG1 and 2, EG3(a,b,c,d,e,f and g) and EG4 (d and e).</u>
		Nos.4 and 5 Carriage Sidings and platform		
		Nos.3 and 4	<b>BLOCKED</b>	)
		No.1 Down and Up		00 00 to 15 30 )
		W line,		)
		Nos.2, 3, and 6		)
		Carriage Sidings and Platform		)
		Nos.1 and 2 and		)
		Nos.5 to 9	<b>BLOCKED</b>	)
			(to electric trains)	)

SUNDAY 9 and MONDAY 10 NOVEMBER

90	Uddingston Jn and Newton East Jn	Down	<b>BLOCKED</b>	23 00 Sun to 02 00 Mon ) Overhead line work.
		Up	<b>BLOCKED</b>	00 15 to 05 05 Mon ) <u>Isolation of electrical sections MN2, 23 30 Sun to 02 00 Mon and MN1</u>
				<u>00 15 to 05 05 Mon.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

CARLISLE TO GLASGOW CENTRAL - continuedMONDAY 10 NOVEMBER

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. <u>Electric hailed trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4, MN1 (a), MN2 (i) and MN5 (d).</u>
----	---	---	---

92 NOT USED.

MONDAY 10 and TUESDAY 11 NOVEMBER

93	Symington GF and Carstairs South Jn	Down BLOCKED	07 30 to 10 35 daily. Track maintenance.
----	---	--------------	--

MONDAY 10 to WEDNESDAY 12 NOVEMBER

94	Lockerbie and Wamphray GF	Down BLOCKED	06 15 to 09 30 daily. Track maintenance
----	------------------------------	--------------	---

TUESDAY 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.

TUESDAY 11 and WEDNESDAY 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.

TUESDAY 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. <u>Isolation of electrical section LC4.</u>
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. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>
104	Glasgow Central	Lines Nos.3 and 4 BLOCKED	00 00 to 05 30 daily. Track renewal and track maintenance.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>WEDNESDAY 12 and THURSDAY 13 NOVEMBER</u>		
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.
<u>THURSDAY 13 NOVEMBER</u>		
107 Symington GF and Carstairs	Down BLOCKED	07 40 to 10 30. Track renewal.
<u>THURSDAY 13 and FRIDAY 14 NOVEMBER</u>		
108 Glasgow Central	Top Platforms Nos.5 and 6 BLOCKED	00 30 to 05 30. Track renewal at points No.313B.
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
109 Slateford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
<u>SUNDAY 9 NOVEMBER</u>		
110 Curriehill GSP and Slateford	Down and Up BLOCKED	12 00 to 16 00. Bridgework 131AA.
<u>MIDCALDER JN TO HOLYTOWN JN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
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.
<u>LAW JN TO UDDINGSTON JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
112 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
<u>SUNDAY 9 NOVEMBER</u>		
113 Law Jn and Wishaw Central	Down and Up BLOCKED	08 30 to 17 15. Track maintenance.
114 Wishaw Central and Ravenscraig No.2	All	08 00 to 17 00. Signalling work.
<u>WISHAW CENTRAL JN TO SHIELDMUIR JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
115 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)</u>		
<u>SUNDAY 9 NOVEMBER</u>		
116 Motherwell and Hamilton West	Down and Up	BLOCKED 00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). <u>Possession to be given up for the passage of 1S07, 21 00 Euston to Inverness over Up line. Isolation of electrical section MHL.</u>
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u>		
117 Motherwell and Newton East Jn	Down and Up	BLOCKED 00 30 to 05 30 daily. Track renewal and loading material. <u>Possession to be given up for passage of 6Z08, ultrasonic test train, over Down line (Thursday only).</u>
<u>NEWTON WEST JN TO CATHCART WEST JN</u>		
<u>WEDNESDAY 12 NOVEMBER</u>		
118 Newton West Jn and Cathcart West Jn	Down and Up	BLOCKED 00 00 to 05 30. Tunnel work (Kirkhill). <u>Isolation of electrical sections MN5 and 6.</u>
<u>LARKFIELD JN TO SHIELDS JN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
119 Larkfield Jn and Shields Jn	Down and Up (to electric trains)	BLOCKED 00 00 to 08 00 ) Loading rails, drainage and overhead line work. <u>Isolation of electrical sections EBl (j), EB2 (a) and EN2 (b to h).</u>
	Down and Up	BLOCKED 08 00 to 18 00 )
<u>SHIELDS JN TO TERMINUS JN (UP THROUGH SIDING) (GOODS LINE)</u>		
<u>SATURDAY 8 to FRIDAY 14 NOVEMBER</u>		
120 Shields Jn and Terminus Jn	Single	BLOCKED 00 00 to 24 00 daily. Trackwork.
<u>GREтна JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>		
<u>SUNDAY 9 NOVEMBER</u>		
120A Dumfries Station	Up	BLOCKED 03 00 to 10 00 ) Track renewal and loading
	Down	BLOCKED 06 30 to 14 45 ) material.
121 Kilmarnock	Down Platform	BLOCKED 07 45 to 16 00. Track renewal.
121A Barrhead	Down and Up	07 00 to 17 00. Track maintenance.
	<u>Between Trains</u>	
<u>TUESDAY 11 NOVEMBER</u>		
122 Thornhill and Kirkconnel	Down	BLOCKED 10 10 to 11 30 ) Track maintenance.
	Up	BLOCKED 11 35 to 13 10 )
<u>TUESDAY 11 and WEDNESDAY 12 NOVEMBER</u>		
123 Auchinleck and Mauchline	Down	BLOCKED 23 30 Tue to 01 50 Wed ) Track maintenance.
	Up	BLOCKED 02 00 to 05 00 Wed )
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u>		
124 Muirhouse Central Jn and Eglinton Street Jn	Down and Up	BLOCKED 00 30 to 06 00 daily. Track renewal and drainage. <u>Isolation of electrical sections EG3 (i), EG4 (a) and EW1 to 6, 00 30 to 05 00.</u>



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

GRETNNA JN TO EGLINTON ST JN (VIA KILMARNOCK) - continuedTHURSDAY 13 NOVEMBER

125 Auchinleck and New Cumnock	Up BLOCKED	02 00 to 05 00. Track maintenance.
-----------------------------------	------------	------------------------------------

EAST KILBRIDE TO BUSBY JNSUNDAY 9 NOVEMBER

126 East Kilbride and Busby	Single BLOCKED	07 00 to 17 00. Loading material.
--------------------------------	----------------	-----------------------------------

KILMARNOCK TO BARASSIEUNTIL FURTHER NOTICE

127 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
-----------------------------------	--------	--

SUNDAY 9 NOVEMBER

128 Kilmarnock and Barassie	Single BLOCKED	09 45 to 24 00. Bridgework (OB No.4B) and track renewal.
--------------------------------	----------------	--

MUIRHOUSE CENTRAL JN TO TERMINUS JNSUNDAY 9 NOVEMBER

129 Muirhouse Central Jn and Terminus Jn	Single BLOCKED	08 00 to 18 00. Overhead line work. <u>Isolation of electrical sections EN2 (b to h), EB1 (j) and EB2 (a).</u>
--	----------------	--

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)SUNDAY 9 NOVEMBER

130 Muirhouse Central Jn and Cathcart North Jn (via Maxwell Park)	Outer BLOCKED (to electric trains)	08 00 to 18 00. Overhead line work. <u>Isolation of electrical section EW3.</u>
---	---------------------------------------	---

131 Cathcart North Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 00 to 08 00. Erecting scaffolding, track renewal and track maintenance. <u>Isolation of electrical sections EW1 and 2.</u>
--	----------------------------	---

TUESDAY 11 NOVEMBER

132 Cathcart North Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 00 to 05 30. Track maintenance.
--	----------------------------	------------------------------------

BRIDGE STREET JN TO STRANRAERUNTIL FURTHER NOTICE

133 Bridge Street Jn	Branches Nos.1 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 - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
138 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work.
139 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Station work.
140 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.

SATURDAY 8 to FRIDAY 14 NOVEMBER

141 Paisley	All	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 sections EL1 and 2, 01 00 to 08 30.</u>
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 SL3 and 4, 01 00 to 08 30.</u>
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. <u>Isolation of electrical sections SA1 to 4, 01 00 to 08 30.</u>
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 NOVEMBER

152 Arkleston Jn and Cardonald	Up BLOCKED	00 00 to 05 00. Track renewal.
--------------------------------	------------	--------------------------------

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>THURSDAY 13 NOVEMBER</u>		
152A Lochwinnoch and Glengarnock	Down and Up	BLOCKED 00 00 to 02 30. Track maintenance.
153 Glengarnock and Kilwinning	Down	BLOCKED 00 30 to 05 00. Track maintenance.
<u>THURSDAY 13 and FRIDAY 14 NOVEMBER</u>		
154 Johnstone and Lochwinnoch	Down and Up	BLOCKED 02 30 to 05 30 daily. Track maintenance.
<u>PAISLEY TO GOUROCK</u>		
<u>SATURDAY 8 NOVEMBER</u>		
155 Bishopton and Wemyss Bay Jn	Down and Up	BLOCKED 00 30 to 05 30. Overhead line work. <u>Isolation of electrical sections GB3 and 4.</u>
156 Gourock	Down and Up	BLOCKED 00 30 to 05 30. Station work. No EMUs on <u>Platform No.2. Isolation of electrical sections GG1 and 2.</u>
<u>SATURDAY 8 to FRIDAY 14 NOVEMBER</u>		
157 Paisley	All	00 30 to 05 30 daily. Signalling work.
<u>SUNDAY 9 NOVEMBER</u>		
158 Bishopton and Langbank	Down and Up	BLOCKED 00 45 to 07 00. Slip treatment, unloading rails, track renewal and track maintenance. <u>Isolation of electrical sections GB3 and 4.</u>
159 Wemyss Bay Jn and Greenock Central	All	08 00 to 17 00. Signalling work.
160 Bogston and Greenock Central	Up	BLOCKED 07 30 to 24 00. In connection with engineering work between Greenock Central and Gourock. <u>Single line working over Down line.</u>
<u>SUNDAY 9 and MONDAY 10 NOVEMBER</u>		
161 Greenock Central and Gourock	Down and Up	BLOCKED 01 00 Sun to 05 30 Mon. Tunnel work (Newton St), track renewal, track maintenance and signalling work. <u>Glasgow Central/Gourock/Glasgow Central services terminate/start Greenock Central. Isolation of electrical sections GG1 (a, b and c) and GG2 (c and d).</u>
<u>MONDAY 10 NOVEMBER</u>		
162 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.
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u>		
163 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>



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>KILWINNING JN TO LARGS - continued</u>		
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u>		
175 Hunterston and Largs	Single BLOCKED	01 00 to 05 45 daily. Track renewal, overhead line construction work, track maintenance and tunnel work (Fairlie).
<u>FRIDAY 14 NOVEMBER</u>		
176 South Beach and Hunterston	Single and Up Freight BLOCKED	00 30 to 05 45. Track maintenance and overhead line construction work.
<u>MOTHERWELL TO PERTH</u>		
<u>SUNDAY 9 NOVEMBER</u>		
177 Mossend South Jn	Up BLOCKED Down <u>Between Trains</u>	00 30 to 08 30. Track renewal.
178 Mossend	All	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 <u>Between Trains</u> 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. <u>Single line working over Up line 01 15 to 06 15.</u> Crane and mechanical equipment in use.
181 Cumbernauld and Greenhill Lower Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00. Track maintenance.
182 Greenhill Lower Jn	Down and Up <u>Between Trains</u>	00 00 to 08 30. Track maintenance (Switches and Crossings).
183 Larbert Jn and Carmuir West Jn	Up BLOCKED	00 30 to 08 30. Track renewal.
184 Plean Jn	Down <u>Between Trains</u>	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). <u>Down trains to run over S and D lines. Possession to to be given up for the passage of 1S78, 21 35 Manchester Victoria to Aberdeen and 1S25, 22 00 Euston to Inverness over Down line.</u>
186 Dunblane and Stirling North	Up BLOCKED Down <u>Between Trains</u>	00 00 to 08 30. Track maintenance.
187 Greenloaning and Dunblane	Up BLOCKED Down <u>Between Trains</u>	00 00 to 08 30. Track maintenance.
188 Blackford LC and Auchterarder	Down and Up <u>Between Trains</u>	08 00 to 17 00. Loading material and work at lineside.
189 Auchterarder and Hilton Jn	Down and Up <u>Between Trains</u>	08 00 to 17 00. Work at lineside, loading material, track renewal, track maintenance and signalling work between 137m902yd and 149m374yd.
190 Perth	All	07 30 to 17 00. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 9 to FRIDAY 14 NOVEMBER</u>		
191 Dunblane and Greenloaning	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.6).
192 Hilton Jn and Perth	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.96), loading material and work at lineside.
<u>TUESDAY 11 and WEDNESDAY 12 NOVEMBER</u>		
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. ) <u>Isolation of electrical sections</u> 06 30 to 11 20 ) <u>ML1 (l and m), 01 35 to 05 15</u> ) <u>and ML2 (c and d and j to g),</u> <u>06 30 to 11 20.</u>
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u>		
194 Greenfoot LC and Cumbernauld	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
195 Plean Jn and Stirling Middle	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
<u>WEDNESDAY 12 to FRIDAY 14 NOVEMBER</u>		
196 Auchterarder and Hilton Jn	Down and Up <u>Between Trains</u>	00 30 to 07 30 daily. Track maintenance between 137m902yd and 149m374yd.
<u>GARTSHERRIE SOUTH JN TO SIGHTHILL JN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
197 Gartcosh Jn and Sighthill Jn	Down and Up BLOCKED	00 15 to 18 00. Track maintenance.
<u>GREENHILL LOWER JN TO GREENHILL UPPER JN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
198 Greenhill Lower Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 15 to 07 30. Track maintenance (Switches and Crossings).
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>		
<u>UNTIL FURTHER NOTICE</u>		
199 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
201 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
<u>SUNDAY 9 NOVEMBER</u>		
202 Princes St Gardens and Haymarket East Jn	Down North and Up South BLOCKED Up North and Down South <u>Between Trains</u>	00 00 to 16 00. Drainage between 0m550yd and 1m620yd. <u>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 lines.</u> Mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>SUNDAY 9 NOVEMBER - continued</u>		
203 Haymarket West Jn and Newbridge Jn	Down and Up <u>BLOCKED</u>	00 00 to 16 00. Track renewal, unloading rails and track maintenance between 43m820yd and 42m1460yd. <u>Trains diverted via Dalmeny Jn.</u>
204 Newbridge Jn	Down and Up <u>Between Trains</u>	00 00 to 08 00. Track maintenance.
205 Newbridge Jn and Winchburgh Jn	Down and Up <u>Between Trains</u>	00 00 to 07 30. Loading material.
206 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	00 00 to 07 30. Loading material.
207 Linlithgow and Polmont	Down and Up <u>Between Trains</u>	00 00 to 07 30. Loading material.
208 Polmont Jn and Greenhill Upper Jn	Down and Up <u>BLOCKED</u>	00 00 to 18 00. Track renewal, track maintenance and tunnel work (Falkirk High).
<u>SUNDAY 9 and MONDAY 10 NOVEMBER</u>		
209 Cowlairst West Jn and Queen Street HL	Down <u>BLOCKED</u> Up <u>BLOCKED</u> Up <u>Between Trains</u>	00 00 Sun to 05 00 Mon ) Track renewal and track 00 00 to 07 00 Sun ) maintenance. <u>ECS between</u> 07 00 Sun to 05 00 Mon ) <u>Cowlairst and Glasgow</u> <u>Queen Street not to run, 00 00 to 07 00 Sun.</u> Crane and mechanical equipment in use.
<u>TUESDAY 11 and WEDNESDAY 12 NOVEMBER</u>		
210 Cowlairst East Jn	Down and Up <u>BLOCKED</u>	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).
<u>TUESDAY 11 to THURSDAY 13 NOVEMBER</u>		
211 Newbridge Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
212 Linlithgow and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 05 00 daily. Track maintenance and unloading rails.
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u>		
213 Polmont Jn and Greenhill Upper Jn	Down and Up <u>BLOCKED</u>	00 00 to 06 00 daily. Track renewal and track maintenance. <u>Possession to be given up for</u> <u>passage of 8Z08, ultrasonic test train (Tue only)</u> <u>over Down line.</u>
214 Gartshore and Cadder	Down and Up <u>BLOCKED</u>	00 15 to 05 00 daily. Track maintenance (Switches and Crossings).
215 Cadder and Cowlairst East Jn	Down and Up <u>BLOCKED</u>	00 00 to 05 00 daily. Loading material.
216 Cowlairst West Jn and Queen Street HL	Down <u>BLOCKED</u>	00 30 to 04 00 daily. Track renewal and tunnel work (Queen Street HL).

## SECTION B - 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 Jn and Newbridge Jn	Down <u>BLOCKED</u> Up <u>Between Trains</u> Down <u>Between Trains</u>	00 00 to 04 30 ) daily. Track maintenance 00 00 to 06 00 ) between 44m1610yd and 38m1300yd. 04 30 to 06 00 ) <u>Single line working over Up line.</u>
--	---	---

POLMONT JN TO LARBERT JN  
SUNDAY 9 NOVEMBER

218 Grangemouth Jn and Swingbridge East LC	Down and Up <u>BLOCKED</u>	00 00 to 08 00. Bridgework (OB No.10).
--	----------------------------	--

COWLAIRS TO BELLGROVE  
SATURDAY 8 NOVEMBER

219 Sighthill Jn and Bellgrove	Down and Up <u>BLOCKED</u>	00 00 to 05 00. Overhead line work. <u>Possession to be given up for passage of T71. Isolation of electrical sections PS1 and 2.</u>
--------------------------------	----------------------------	--

SUNDAY 9 NOVEMBER

220 Sighthill Jn and Bellgrove	Down and Up <u>BLOCKED</u>	08 00 to 18 00. Track renewal and overhead line work. <u>Isolation of electrical sections PS1 and 2.</u>
--------------------------------	----------------------------	--

TUESDAY 11 to FRIDAY 14 NOVEMBER

221 Sighthill Jn and Bellgrove	Down and Up <u>BLOCKED</u>	00 00 to 05 00 daily. Overhead line work. <u>Possession to be given up for passage of T71. Isolation of electrical sections PS1 and 2.</u>
--------------------------------	----------------------------	--

NEWBRIDGE JN TO BATHGATE  
SUNDAY 9 NOVEMBER

222 Cawburn Jn and Newbridge Jn	Down and Up <u>BLOCKED</u>	00 00 to 16 30. Track renewal and track maintenance between 35m460yd and 31m1310yd.
---------------------------------	----------------------------	---

222A Cawburn Jn and Carmondean	Single <u>BLOCKED</u>	00 30 to 07 30. Track maintenance.
--------------------------------	-----------------------	------------------------------------

TUESDAY 11 and WEDNESDAY 12 NOVEMBER

223 Newbridge Jn and Cawburn Jn	Down and Up <u>BLOCKED</u>	00 00 to 06 00 daily. Loading and unloading rails.
---------------------------------	----------------------------	--

224 Cawburn Jn and Carmondean	Single <u>BLOCKED</u>	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 <u>BLOCKED</u>	08 00 to 17 00. Track maintenance between 28m1150yd and 25m360yd.
-------------------------------------	-----------------------	---

AIRDRIE TO HELENSBURGH  
SATURDAY 8 NOVEMBER

226 Airdrie and Sunnyside Jn	Down and Up <u>BLOCKED</u>	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 <u>BLOCKED</u>	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
----------------------------------	----------------------------	--



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>AIRDRIE TO HELENSBURGH - continued</u>		
<u>SATURDAY 8 NOVEMBER - continued</u>		
228 Shettleston and Bridgeton Central Jn	Down and Up All <u>Between Trains</u>	BLOCKED 00 15 to 05 00 ) Overhead line work and 05 00 to 18 00 ) signalling work. <u>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.</u>
229 Knightswood North Jn and Westerton	Down and Up	BLOCKED 00 15 to 05 00. Stationwork (Westerton).
<u>SUNDAY 9 NOVEMBER</u>		
230 Heatheryknowe and Shettleston	Down and Up	BLOCKED 00 15 to 07 30. Track renewal.
231 Bellgrove	All	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). <u>Isolation of electrical sections DF1 and 2.</u>
234 Bowling LC and Dumbarton	Down and Up	BLOCKED 00 15 to 07 30. Track renewal and earthwork. <u>Isolation of electrical sections DF1 and 2.</u>
<u>SUNDAY 9 and MONDAY 10 NOVEMBER</u>		
235 Parkhead North Jn and High Street Jn	Down and Up	BLOCKED 00 00 Sun to 05 00 Mon. Track renewal and track maintenance. <u>Airdrie/Helensburgh/Airdrie services terminate/start Carntyne and Queen Street. Isolation of electrical sections PFI (d), PF2 (a) and PSI and 2.</u>
<u>MONDAY 10 to FRIDAY 14 NOVEMBER</u>		
236 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45 daily. Station work. <u>Isolation of electrical sections DH1 and 2.</u>
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u>		
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 and Shettleston	Down and Up	BLOCKED 00 15 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
239 Shettleston and High Street Jn	Down and Up	BLOCKED 00 15 to 05 00 daily. Track renewal, track maintenance and overhead line work. <u>Possession to be given up for passage of T71. Isolation of electrical sections PA1 and 2, PFI and 2 and PSI and 2.</u>
240 Bridgeton Central Jn and Finnieston GF	Down and Up	BLOCKED 00 30 to 05 00 daily. Tunnel work (High St). T71 <u>diverted via Dalmuir and Cowlares. Isolation of electrical sections PFI (a, b and c) and PF2 (b and c).</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>AIRDRIE TO HELENSBURGH - continued</u>		
<u>TUESDAY 11 to FRIDAY 14 NOVEMBER - continued</u>		
241 Knightswood North Jn and Westerton	Down and Up BLOCKED	00 15 to 05 30 daily. Station work (Westerton). <u>Possession to be given up for the passage of T71.</u>
<u>HIGH STREET JN TO SHIELDS JN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
242 High Street Jn and Shields Jn	Down and Up BLOCKED	09 00 to 16 00. Retaining wall work.
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>		
<u>SUNDAY 9 NOVEMBER</u>		
242A Clydebank Central Jn and Dalmuir Park	Down and Up BLOCKED	00 15 to 07 30. Tunnel work (Dalmuir and Clydebank). <u>Isolation of electrical sections DF5 and 6.</u>
<u>COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
243 Cowlairs North Jn and Knightswood North Jn	Down and Up BLOCKED	08 30 to 16 30. Retaining wall work.
<u>COWLAIRS EAST JN TO COWLAIRS NORTH JN</u>		
<u>TUESDAY 11 and WEDNESDAY 12 NOVEMBER</u>		
244 Cowlairs East Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance (switches and crossings).
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>		
<u>SUNDAY 9 NOVEMBER</u>		
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 Ardlui	Single BLOCKED	08 00 to 18 00. Loading material.
248 Tyndrum Upper and Bridge of Orchy	Single BLOCKED	07 30 to 17 00. Track renewal.
<u>CRIANLARICH TO OBAN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
249 Dalmally and Taynuilt	Single BLOCKED	08 00 to 17 00. Track renewal.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>MALLAIG JN TO MALLAIG</u>		
<u>SATURDAY 8 to MONDAY 10 NOVEMBER</u>		
250 Banavie LC and Corpach LC	Single BLOCKED	23 00 Sat to 06 30 Mon. Track renewal.
<u>SUNDAY 9 NOVEMBER</u>		
251 Glenfinnan and Mallaig	Single BLOCKED	08 00 to 16 30. Track renewal.
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
252 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
253 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128).
254 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork and track maintenance between 33ml10yd and 33mp.
255 Longniddry and Prestonpans	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.
<u>SATURDAY 8 and SUNDAY 9 NOVEMBER</u>		
257 Innerwick GSP and Oxwellmains	Down BLOCKED Up BLOCKED	23 30 Sat to 09 00 Sun ) Track renewal between 00 30 to 09 00 Sun ) 33m880yd and 32m880yd. <u>Possession to be given up for the passage of 1S70, 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S78, 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
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. <u>Possession to be given up for the passage of 1S70, 20 12 (SO) Kings Cross to Aberdeen, 1S77 23 35 (SO) Kings Cross to Edinburgh and 1S78 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
<u>SUNDAY 9 NOVEMBER</u>		
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. <u>Possession to be given up for the passage of 1S70, 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S78 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>		
<u>SUNDAY 9 NOVEMBER - continued</u>		
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 1S70 20 12 (SO) <u>Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
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 <u>1S70, 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S78 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
264 Drem and St Germain's 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 <u>1S70, 20 12 (SO) Kings Cross to Aberdeen 1S77, 22 35 (SO) Kings Cross to Edinburgh and 1S78 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
265 St Germain's 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 <u>1S70 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
266 Portobello Jn and Prestonpans	Up BLOCKED Down <u>Between Trains</u>	00 15 to 16 30. Track ballasting, track maintenance and unloading rails between 8mp and 8m704yd. <u>Single line working over Down line 09 30 to 16 00.</u>
267 Craigentenny and Abbeyhill Jn	Down and Up BLOCKED	00 00 to 08 00. Drainage work. <u>Trains diverted via Lochend Jn.</u>
268 Waverley (East End) and Waverley (West End)	Hotel Lye North Loop siding and North Loop BLOCKED Platform No.1 <u>Between Trains</u>	00 00 to 08 00. Bridgework (OB No.6).

SUNDAY 9 and MONDAY 10 NOVEMBER

269 Prestonpans and Monktonhall Jn	Down and Up <u>Between Trains</u>	23 30 Sun to 05 00 Mon. Track maintenance between 9m880yd and 6m090yd.
------------------------------------	--------------------------------------	--

MONDAY 10 NOVEMBER

270 Monktonhall Jn and Portobello	Down and Up <u>Between Trains</u>	23 30 Sun to 05 00 Mon. Track maintenance between 9m880yd and 6m090yd.
-----------------------------------	--------------------------------------	--

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

TWEEDMOUTH TO EDINBURGH WAVERLEY - continuedTUESDAY 11 NOVEMBER

271 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 (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 Reston GSP	Up BLOCKED	01 40 to 07 00 daily. Track maintenance between 41m310yd and 47m310yd. <u>Single line working over Down line.</u>
-----------------------------------	------------	---

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 Drem	Up BLOCKED	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 <u>Between Trains</u>	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 Leith South	Single BLOCKED	08 00 to 16 00. Earthwork.
-----------------------------------	----------------	----------------------------

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 <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use. <u>Finishes 18 00 Sat 8 Nov.</u>
---	--------------------------------------	---

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE) - continued</u>		
<u>SATURDAY 8 NOVEMBER</u>		
282 Niddrie South Jn and Portobello	Down and Up	BLOCKED 12 00 to 18 00. Bridgework (OB No.1).
<u>BILSTON GLEN TO MILLERHILL GOODS LINE</u>		
<u>SUNDAY 9 NOVEMBER</u>		
283 Millerhill South Jn	All	BLOCKED 08 00 to 16 00. Track renewal and signalling work.
<u>PORTOBELLO TO NIDDRIE WEST (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
284 Portobello and Niddrie West	Single <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.1). Mechanical equipment in use. <u>Finishes 18 00 Sat 8 Nov.</u>
<u>SATURDAY 8 NOVEMBER</u>		
285 Portobello and Niddrie West	Single	BLOCKED 12 00 to 18 00. Bridgework (OB No.1).
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>		
<u>SUNDAY 9 NOVEMBER</u>		
286 Niddrie West Jn and Craiglockhart Jn	Down Up <u>Between Trains</u>	BLOCKED 06 30 to 17 00. Track renewal, loading and unloading material.
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
287 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation.
288 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.
289 Dundee Central Jn and Camperdown Jn	All <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside and signalling work. Crane and mechanical equipment in use.
290 Dundee Central Jn and Camperdown Jn	Down Through/ Down Platform and Down Main <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
291 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.
<u>SATURDAY 8 and SUNDAY 9 NOVEMBER</u>		
292 Dundee Central Jn and Tay Bridge South	Up Down <u>Between Trains</u>	BLOCKED 23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. <u>Single line working over Down line 08 00 to 16 00.</u> Crane and mechanical equipment in use.
293 Dundee Central Jn and Camperdown Jn	Down and Up <u>Between Trains</u>	22 30 Sat to 08 00 Sun. Track renewal and work at lineside between 58m1562yd and 0m462yd. Mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

HAYMARKET WEST JN TO ABERDEEN - continuedSATURDAY 8 and SUNDAY 9 NOVEMBER - continued

294 Camperdown LC and Broughty Ferry LC	Down <u>BLOCKED</u> Up <u>Between Trains</u> Down <u>Between Trains</u>	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. <u>Single line working over Up line 01 30 to 05 30.</u> Crane and mechanical equipment in use.
295 Broughty Ferry LC and Carnoustie LC	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	23 00 Sat to 17 00 Sun. Track maintenance between 16m1320yd and 23m242yd.
297 Craigo and Laurencekirk	Down and Up <u>Between Trains</u>	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.

SATURDAY 8 to FRIDAY 14 NOVEMBER

298 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Work at lineside between 230m1298yd and 240m858yd and signalling work. Mechanical equipment in use.
---------------------------------	--------------------------------------	---

SUNDAY 9 NOVEMBER

299 North Queensferry and Dalmeny	Up <u>BLOCKED</u> Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge). <u>Up trains to run over Down line.</u>
300 North Queensferry and Inverkeithing	Down and Up <u>Between Trains</u>	00 00 to 08 00. Tunnel work (Queensferry) between 11m440yd and 11m1320yd.
301 Inverkeithing East Jn and Burntisland	Down and Up <u>BLOCKED</u>	00 00 to 05 00. Drainage. <u>1G35 03 04 (News) Edinburgh to Kirkcaldy, 5G35 04 20 ECS Kirkcaldy to Edinburgh, 5T74 05 15 (Sun) Craigentiny to Dundee diverted via Cowdenbeath.</u>
302 Burntisland and Kirkcaldy	Down <u>BLOCKED</u> Up <u>BLOCKED</u> Up <u>Between Trains</u>	00 05 to 16 40 ) Track renewal and loading rails. 00 30 to 05 00 ) <u>1G35 03 04 (News) Edinburgh to</u> 05 00 to 16 40 ) <u>Kirkcaldy, 5G35 04 20 ECS</u> <u>Kirkcaldy to Edinburgh, 5T74 05 15 (Sun)</u> <u>Craigentiny to Dundee diverted via Cowdenbeath.</u> <u>Single line working over Up line 05 00 to 16 40.</u>
303 Dundee	All	07 30 to 17 00. Signalling work.
304 Montrose South	All	07 30 to 17 00. Signalling work.
305 Laurencekirk and Carmont LC	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 210m1320yd and 219m858yd.
306 Ferryhill Jn and Aberdeen	All	07 30 to 17 00. Signalling work.

SUNDAY 9 to TUESDAY 11 NOVEMBER

307 Arbroath LC and Inverkeilor	Down and Up <u>Between Trains</u>	23 00 Sun and Mon to 06 00 Mon and Tue. Track maintenance between 16m1320yd and 23m242yd.
---------------------------------	--------------------------------------	---

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

HAYMARKET WEST JN TO ABERDEEN - continuedMONDAY 10 NOVEMBER

309 Seafield Shunting Frame and Kirkcaldy	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 23m1280yd and 26m20yd.
310 Dundee Central Jn and Tay Bridge South	Up <u>BLOCKED</u> Down <u>Between Trains</u> Up <u>Between Trains</u>	00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd 05 45 to 24 00 ) and 56m910yd. <u>Possession to be given up for the passage of 5270 00 30 Aberdeen to Craigentiny.</u>

MONDAY 10 to FRIDAY 14 NOVEMBER

311 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Overhead cablework between 0m462yd and 3m990yd.
312 Craigo and Laurencekirk	Down and Up <u>Between Trains</u>	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 and Kirkcaldy	Down <u>BLOCKED</u> Up <u>Between Trains</u> Down <u>Between Trains</u>	00 00 to 03 45 ) daily. Tunnelwork (Kinghorn). 00 00 to 06 00 ) <u>Down trains diverted via</u> 03 45 to 06 00 ) <u>Cowdenbeath.</u>
----------------------------------	---	--

TUESDAY 11 to FRIDAY 14 NOVEMBER

314 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.
315 Carnoustie LC and Arbroath LC	Down and Up <u>Between Trains</u>	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 Jn and East Fife Central Jn	Single <u>BLOCKED</u>	07 30 to 16 30. Track maintenance between 0m880yd and 3mp.
--	-----------------------	---

INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)SUNDAY 9 NOVEMBER

317 Inverkeithing North Jn and Charlestown Jn	Down and Up <u>BLOCKED</u>	08 30 to 18 00. Bridgework (OB No.5).
---	----------------------------	---------------------------------------

PERTH TO INVERNESS  
UNTIL FURTHER NOTICE

318 Dunkeld and Pitlochry	Single <u>Between Trains</u>	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	Down and Up <u>Between trains</u>	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 and Inverness	All	07 30 to 17 00 daily. Signalling work.



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

**PERTH TO INVERNESS - continued**  
**SATURDAY 8 and SUNDAY 9 NOVEMBER**

321 Perth and Stanley Jn	Down BLOKED Up <u>Between Train</u> Down <u>Between Trains</u>	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. <u>Single line working over Up line</u> 01 25 to 08 00. Crane and mechanical equipment in use.
322 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between trains</u> Down and Up BLOKED	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.

**SUNDAY 9 NOVEMBER**

323 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
324 Stanley Jn and Dunkeld	Single <u>Between Trains</u>	08 00 to 17 00. Earthwork and work at lineside between 7m176yd and 15m264yd. Mechanical equipment in use.
325 Pitlochry Station	Down and Up <u>Between Trains</u>	08 30 to 17 00. Bridgework (FB No.65).
326 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00. Loading material between 58m1188yd and 71m1056yd.
328 Kingussie LC and Kincaig Loop	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 30 to 17 00. Bridgework (FB No.213A).
330 Slochd Loop and Tomatin Loop	Single <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00. Track renewal, signalling work and unloading signalling material between 111m660yd and 117m440yd.
333 Millburn Jn and Locomotive	All	07 30 to 17 00. Signalling work and unloading signalling material.

**MONDAY 10 to FRIDAY 14 NOVEMBER**

334 Perth and Stanley Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 151m1120yd and 152m280yd.
335 Stanley Jn and Dunkeld	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 7m176yd and 15m264yd. Crane and mechanical equipment in use.
336 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside, track renewal and track maintenance between 28m638yd and 35m132yd. Mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

## PERTH TO INVERNESS - continued

## MONDAY 10 to FRIDAY 14 NOVEMBER - continued

337 Kingussie LC and Kinraig Loop	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 71m1056yd and 77m880yd. Mechanical equipment in use.
338 Millburn Jn and Welsh's Bridge	All <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
340 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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 9 NOVEMBER

341 Perth	All	07 30 to 17 00. Signalling work.
342 Dundee Central Jn	All	07 30 to 18 00. Signalling work.
343 Barnhill and Errol LC	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.25).

WEDNESDAY 12 to FRIDAY 14 NOVEMBER

344 Barnhill and Errol LC	Down and Up <u>Between Trains</u>	22 30 Wed and Thu to 06 00 Thu and Fri. Track maintenance between 19m1518yd and 10m990yd.
---------------------------	--------------------------------------	---

## ABERDEEN TO INVERNESS

UNTIL FURTHER NOTICE

345 Huntly and Keith	Single <u>Between Trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
346 Forres and Nairn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
347 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.

SATURDAY 8 and SUNDAY 9 NOVEMBER

348 Forres and Nairn	Single <u>Between Trains</u>	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. <u>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.</u>

**SECTION B - TEMPORARY ENGINEERING WORKS - continued**

<b>At or between</b>	<b>Lines affected</b>	<b>Remarks</b>
<b><u>ABERDEEN TO INVERNESS - continued</u></b>		
<b><u>SUNDAY 9 NOVEMBER</u></b>		
350 Aberdeen and Dyce Jn	All <u>Between Trains</u>	07 30 to 17 00. Signalling work.
351 Inverurie and Insch LC	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.184).
353 Elgin and Forres	Single <u>Between Trains</u>	07 30 to 18 00. Drainage work and track renewal between 11m1628yd and 0m330yd and signalling work. Mechanical equipment in use.
354 Millburn Jn and Locomotive	All <u>Between trains</u>	07 30 to 17 00. Signalling work and unloading signalling material.
<b><u>SUNDAY 9 to FRIDAY 14 NOVEMBER</u></b>		
355 Dyce Jn and Inverurie	Single <u>Between Trains</u>	08 00 to 17 00 daily. Track maintenance and work at lineside between 6m242yd and 16m1738yd. Mechanical equipment in use.
<b><u>MONDAY 10 to FRIDAY 14 NOVEMBER</u></b>		
356 Inverurie and Insch LC	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in use.
357 Nairn and Millburn Jn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.
358 Millburn Jn and Inverness	All <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and work at linside. Crane and mechanical equipment in use.
<b><u>TUESDAY 11 and WEDNESDAY 12 NOVEMBER</u></b>		
359 Dyce Jn and Inverurie	Single <u>Between Trains</u>	22 00 Tue to 06 00 Wed. Track maintenance between 6m242yd and 16m1738yd.
<b><u>TUESDAY 11 to FRIDAY 14 NOVEMBER</u></b>		
360 Elgin and Forres	Single <u>Between Trains</u>	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 11m1628yd and 0m330yd.
<b><u>WEDNESDAY 12 to FRIDAY 14 NOVEMBER</u></b>		
361 Aberdeen and Dyce Jn	Single <u>Between Trains</u>	22 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between 0m330yd and 6m242yd.
<b><u>INVERNESS TO WICK</u></b>		
<b><u>UNTIL FURTHER NOTICE</u></b>		
362 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
363 Dingwall and Invergordon	Single <u>Between Trains</u>	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work Alness. Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK - continued</u>		
<u>UNTIL FURTHER NOTICE - continued</u>		
364 Invergordon Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
365 Fearn Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
366 Tain Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
367 Dunrobin Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
<u>SATURDAY 8 and SUNDAY 9 NOVEMBER</u>		
368 Inverness Station	Platform No.5 BLOCKED	22 00 Sat to 18 00 Sun ) Track renewal, track
	Platform No.6 BLOCKED	) maintenance, earthwork,
	All <u>Between Trains</u>	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.
<u>SATURDAY 8 to FRIDAY 14 NOVEMBER</u>		
369 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.
<u>SUNDAY 9 NOVEMBER</u>		
370 Welsh's Bridge and Lentrane	All	07 30 to 17 00. Signalling work.
371 Dingwall Station	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.46).
372 Dingwall and Invergordon	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.
373 Invergordon and Tain	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 31m638yd and 44m506yd. Mechanical equipment in use.
374 Tain and Ardgay	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 44m506yd and 57m1540yd. Mechanical equipment in use.
375 Ardgay and Lairg	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 57m1540yd and 66m1716yd. Mechanical equipment in use.
376 Lairg and Rogart	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 66m1716yd and 77m220yd. Mechanical equipment in use.
377 Rogart and Brora	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 77m220yd and 90m105yd. Mechanical equipment in use.
378 Brora and Helmsdale	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 90m105yd and 101m880yd. Mechanical equipment in use.
379 Georgemas Jn and Wick	Single <u>Between Trains</u>	07 30 to 17 00. Work at lineside and track renewal between 155m300yd and 155m820yd. Mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

INVERNESS TO WICK - continuedMONDAY 10 to FRIDAY 14 NOVEMBER

380 Inverness Station	All <u>Between Trains</u>	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 and Invergordon	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 24m1660yd and 25m330yd.

DINGWALL TO KYLE OF LOCHALSH UNTIL FURTHER NOTICE

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

SUNDAY 9 NOVEMBER

384 Strathcarron and Kyle of Lochalsh	Single <b>BLOCKED</b>	08 00 to 18 00. Track renewal and track maintenance between 48m160yd and 48m1550yd.
---------------------------------------	-----------------------	---

SUNDAY 9 to FRIDAY 14 NOVEMBER

385 Achnasheen and Strathcarron	Single <u>Between Trains</u>	22 00 Sun to Thu to 07 00 Mon to Fri. Track maintenance between 27m1584yd and 45m1672yd.
---------------------------------	------------------------------	--

MONDAY 10 to FRIDAY 14 NOVEMBER

386 Strathcarron and Kyle of Lochalsh	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 48m160yd and 48m1550yd.
---------------------------------------	------------------------------	---

=====

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:-

Indication 'T' - To Up Through Terminus  
" 'U' - To Up Main (36)

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. (33)

See Section D of this Notice.

\* \* BELMONT LC (CCTV) - The level crossing is now controlled from Paisley 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).  
 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)

\* \* 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)

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  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.

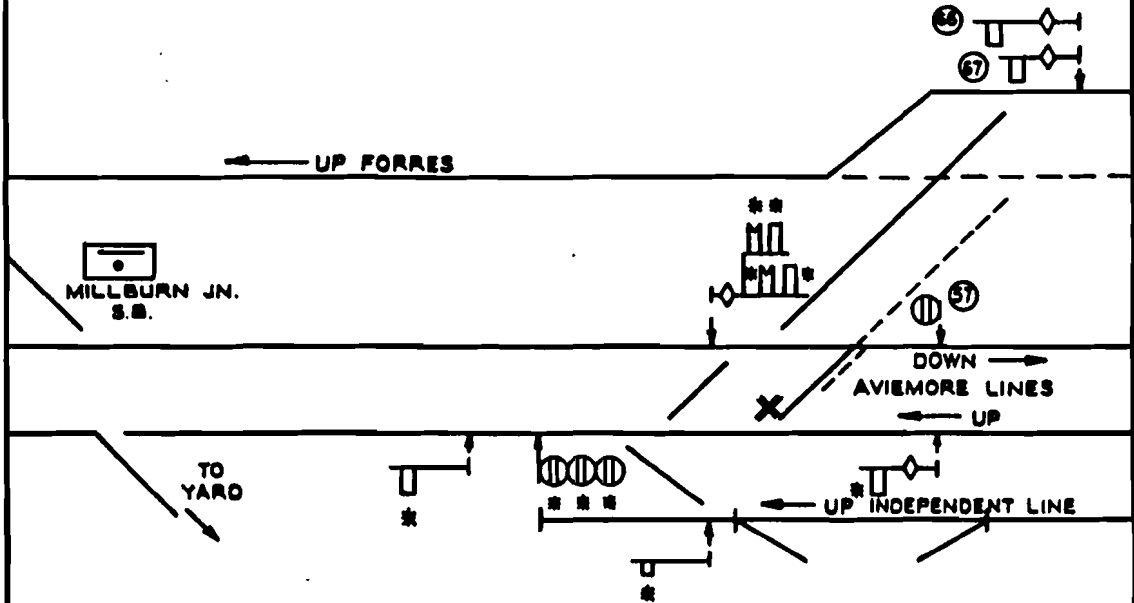
The existing connection Up and Down Forres single line to Yard Sidings has been renewed 32 yards nearer the box, secured normal, hand operated when required.

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 RESIGNALLING**  
**(STAGE 6A)**



**EXPLANATION OF SYMBOLS.**

**SEMAPHORE SIGNALS**

 -- DISTANT

**STOP.**

 -- FULL ARM  
 -- SMALL ARM  
 -- DIAMOND SIGN

 -- GROUND DISC.

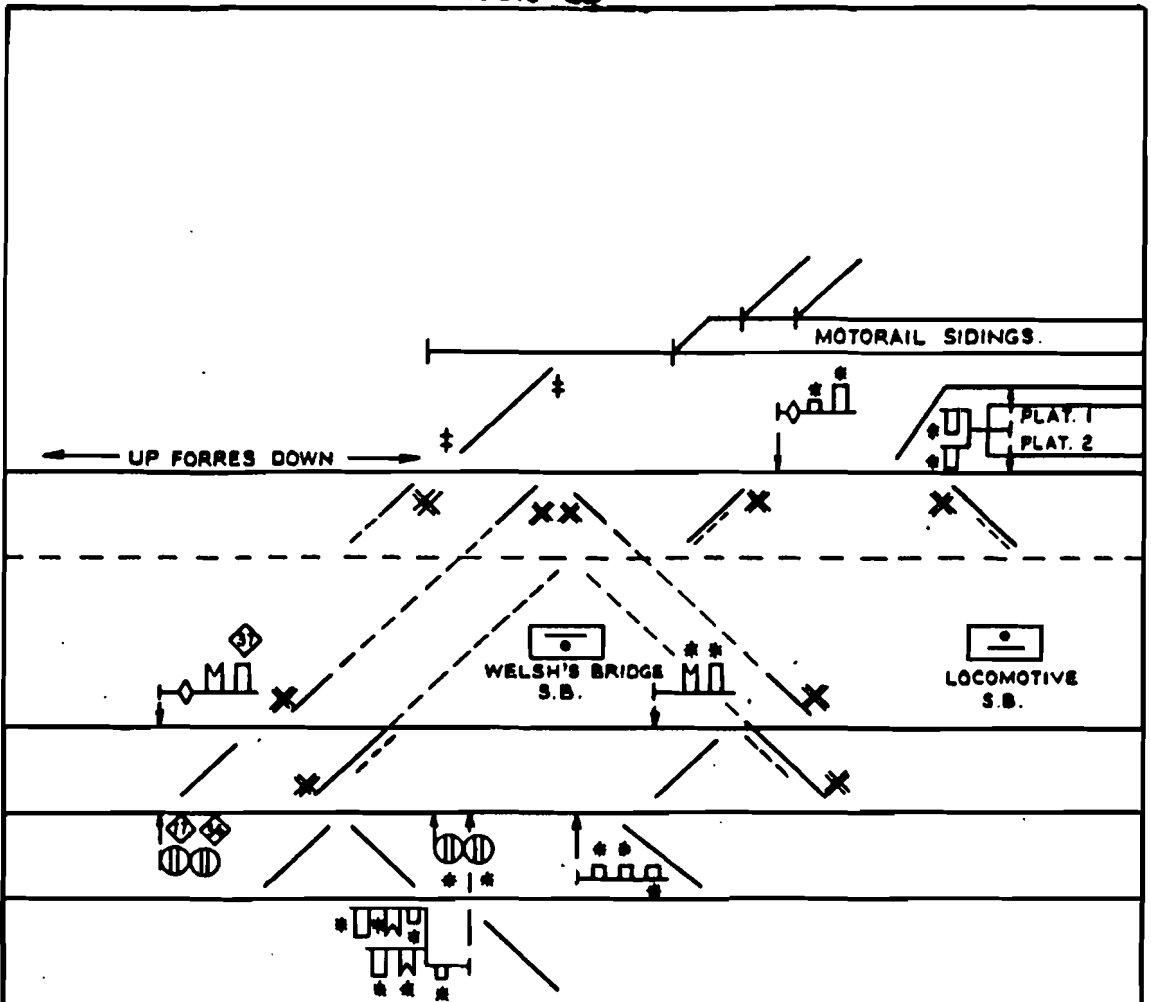
**MISCELLANEOUS**

\* -- EXISTING SIGNAL

57 -- SIGNAL OPERATED FROM MILLBURN

◇ -- SIGNAL OPERATED FROM WELSH'S BRIDGE

----- TRACK OUT OF USE



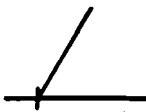
POINTS.



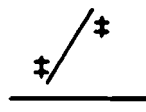
WORKED FROM  
SIGNAL BOX.



POINTS SECURED  
OUT OF USE.



HAND OPERATED



POINTS SECURED NORMAL  
BUT CAN BE HAND  
OPERATED, WHEN REQUIRED,  
BY SPECIAL INSTRUCTION.

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

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 electric 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 does not receive a copy of the appropriate section(s) of the new book by 10 November 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 - 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

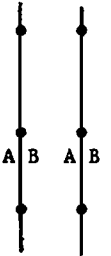
Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Page 14</u>					
<u>CARLISLE TO GLASGOW CENTRAL</u>					
Between Carlisle South Jn (CE) and Caldew Jn (incl) <u>Amend to read:-</u>					
	Carlisle South Jn (CE)	68 1610			AWS inductors not provided at Carlisle Station platform signals.
	<u>Carlisle</u>	69 200			
	Carlisle North Jn	0 420	<u>20</u>	<u>All lines and connections</u> <u>0<math>\frac{1}{2}</math>mp and 68m1340yd.</u>	
	Caldew Jn	0 1170 ( 2 220 Goods line)	<u>60</u>	<u>60</u> <u>0<math>\frac{1}{2}</math>mp and 0m1280yd</u>	
			<u>30</u>	<u>Main to Goods line</u>	
<u>Pages 19 and 20</u>					
Between Cleghorn LC (AHB) and Garriongill (incl) <u>Amend to read:-</u>					
	Cleghorn LC (AHB)	76 530	<u>90</u>	<u>90</u> <u>77m260yd and 78m620yd</u>	Amended (6/9/86)
			<u>95</u>	<u>78m620yd and 79m290yd</u>	
			<u>100</u>	<u>79m290yd and 81<math>\frac{1}{2}</math>mp</u>	
			<u>90</u>	<u>81<math>\frac{1}{2}</math>mp and 84mp</u>	
			<u>95</u>	<u>81m510yd and 78m620yd</u>	
	<u>Carluke</u>	81 1650	<u>80</u>	<u>84mp and 84m570yd</u>	CW Up 84m70yd
			<u>90</u>	<u>84mp and 81m510yd</u>	

MON-D3

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<u>Pages 19 and 20 - Amend - continued</u>						
	Law Jn (see page 31)	84 150	15	40	Over DPL Entering over and leaving UPL	UPL 2290f (695m)      DPL 1915f (580m)
				50	80	
	Garriongill Jn (see page 27)	84 1300	70	70	84m570yd and 84m970yd	(27/9/86)
			60	60	84m970yd and 84m1430yd	
<u>Page 28</u>						
	<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u> <u>Delete</u> : Camps LC and relevant information.					(23/8/86)
<u>Page 29</u>						
	<u>MIDCALDER JN TO HOLYTOWN JN</u>  <u>Between Addiewell and Fauldhouse North</u> <u>Amend:-</u> <u>to read:-</u>		50	60	13½mp and 11½mp.	(23/8/86)
			60	60	13½mp and 11m1220yd	
<u>Page 30</u>						
	<u>Between Benhar Jn and Carfin</u> <u>Delete:</u>		60	50	9mp and 7½mp.	(18/8/86)
			60	50	Over curves 2½mp and 1½mp.	
<u>Page 31</u>						
	<u>LAW JN TO UDDINGSTON JN</u> <u>Between Law Jn and Wishaw Central</u> <u>Delete:</u>		70	70	Through jn to 84½ (for multiple unit trains)	(27/9/86)
	<u>Amend:</u>		50	50	Through jn to 84½ (for other than multiple unit trains)	
	<u>to read:</u>		50	50	Through jn to 84½mp	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Page 35	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> <u>Between Rutherglen and Rutherglen North Jn</u> Add:- Rutherglen Footpath LC (RG)		0	510		Amended (1/11/86)
Page 37	<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u> Add:- Rutherglen Footpath LC (RG)		0	470		Amended (1/11/86)
Page 40	<u>GREटना JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u> <u>Between Dumfries South (DS) and Holywood LC</u> Amend to read:-					
		Dumfries South (DS)	92	1010	60 45	<u>92m700yd and 93m1120yd.</u> <u>Over curve, 92m700yd and 92mp</u>
		Dumfries Stn. (D) (See page 44)	91	1300	30	<u>Through stn. on main lines</u> <u>92mp to 91½mp</u>
		Holywood LC	88	680		(3/8/86)
Page 41	<u>GREटना JN TO EGLINTON ST JN (VIA KILMARNOCK)</u> <u>Between Mauchline and Hurlford</u>  Amend:-  to read:-					
					65 40 65	<u>35m1630yd and 36½mp</u> <u>36½mp and 36m1080yd</u> <u>36m1080yd and 37m1540yd.</u>
					65 40 65	<u>35m1630yd and 36½mp</u> <u>36½mp and 36m1080yd</u> <u>36m1080yd and 37m1540yd</u>
						(21/9/86)

NON-DS

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down mph	Up	
<u>Page 46</u>						
	<u>KILMARNOCK TO BARASSIE</u>					
	<u>Amend:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 2½mp</u>
	<u>to read:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 3m550yd.</u>
	<u>Delete:-</u>			<u>40</u>	<u>40</u>	<u>2½mp and 3mp</u>
				<u>50</u>	<u>50</u>	<u>3mp and 3m550yd.</u>
<u>Page 50</u>						
	<u>BRIDGE STREET JN TO STRANRAER</u>					
	<u>Amend 1st, 2nd and 3rd MAXIMUM PERMISSIBLE SPEED entries to read:-</u>					
	BETWEEN BRIDGE ST JN AND 19M1390YD AT GLENGARNOCK			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN ELDERSLIE AND KILWINNING			<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN THE REVERSE DIRECTION.
	BETWEEN KILWINNING AND BOGSIDE				<u>40</u>	OVER UP LINE IN DOWN DIRECTION
	BETWEEN 19M1390YD AT GLENGARNOCK AND 39M20YD AT FALKLAND			<u>90</u>	<u>90</u>	MAXIMUM PERMISSIBLE SPEED FOR OTHER THAN ELECTRIC TRAINS
	BETWEEN 19M1390YD AT GLENGARNOCK AND 39M20YD AT FALKLAND			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED FOR ELECTRIC TRAINS
	BETWEEN 39M20YD AT FALKLAND AND 0½MP AT GIRVAN			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED

Amended (25/10/86)

Amended (9/11/86)

NON-D6



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks		
				Down mph	Up mph		At or between	
Pages 51 - 54								
Amend Arkleston Jn (incl) to Dalrymple Jn to read:								
	Arkleston Jn	5	920	<u>30</u>		DGL 3300f (1005m)  UGL 2710f (825m) (bi-directional)    UPL 1285f (390m) (bi-directional)		
				<u>40</u>	<u>40</u>		Entering, over and leaving Down goods loop	
				<u>45</u>	<u>45</u>		Entering, over and leaving Up goods loop	
							6 $\frac{1}{2}$ mp and 7mp	
		Paisley (P)	6	660	<u>35</u>		<u>35</u>	Between Ayr lines and Gourock lines
		Paisley Gilmour St (see page 57)	6	1010				
			6	1170				
			6	1610				
			8	1080	<u>40</u>		<u>40</u>	Through facing crossover
					<u>40</u>		<u>40</u>	Entering over, and leaving Up passenger loop
	Elderslie	9	70					
		9	970	<u>40</u>	<u>40</u>	Through Main line crossover		
	<u>Johnstone</u>	10	200					
		15	530	<u>40</u>	<u>40</u>	Through Lochwinnoch crossovers		
	<u>Lochwinnoch</u>	15	1250					
	OHNS	15	1550					

NON-D7

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51 - 54 - Amend	- continued				
	<u>Glengarnock</u>	19 1390	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u> UGL 865f (260m) (bi-directional)
		20 1390	<u>40</u>	<u>40</u>	<u>Through Main line facing crossover.</u>
			<u>40</u>	<u>40</u>	<u>Entering over and leaving Down Passenger Loop.</u> (bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150			
	Brownhill	21 620			
	Swinlees (Roche)	21 840	<u>40</u>	<u>40</u>	<u>Entering over and leaving Up Passenger Loop.</u> UPL2290F (695m) (bi-directional)
		21 1630	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u>
	<u>Dalry</u>	22 920			
	Kilwinning Jn (See page 61)	25 1560	<u>40</u>	<u>25</u>	<u>Through jn to Ardrossan.</u> <u>Entering over and leaving Up Goods Loop.</u> UGL 1365f (415m) DRS 1054f (320m).
	<u>Kilwinning</u>	26 0	<u>40</u>		<u>Through trailing crossover.</u>
	Byrehill Jn (See page 63)	26 1540		<u>25</u>	<u>Through jn to Dubbs Jn.</u>
	Bogside (see page 64)	27 1560	<u>40</u>	<u>10</u>	<u>To Snodgrass branch.</u> <u>Through Main line trailing crossover.</u>

MON-D8

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51 - 54 - Amend	- continued				
	<u>Irvine</u>	29 620			
	Gailes LC (AHB-X)	31 370	X40	X40	Approaching level crossing in wrong direction.
			40	40	Over Main line trailing crossover.
			60	75	32m1610yd and 0m370yd.
	<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.
	Up main signal PB286	0 1630		40	Entering, over and leaving UGL
			75	75	0m370yd and 0m950yd
			60	60	Over curves, 0m950yd and 1m570yd
			75	75	1m570yd and 35m200yd (total distance 1610yd)
	<u>Troon</u>	1 350			
		2 330			
		35 110			
	Monkton Siding GF (S)	36 620			
	<u>Prestwick</u>	37 750			
	Falkland	38 1610	50	50	39m20yd and 40m290yd
					DPL 1180f (355m)
					UGL 1305f(395m)
					DGL 760f (230m)

MON-D9

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down	Up	
Pages 51-54 - Amend - continued						
	<u>Newton-on-Ayr</u>	39	730			
	Newton Jn (See page 64)	39	880		10	<u>Through jn to Ayr Harbour Jn.</u>
	OHNS	39	900			
	Down Ayr Signal PA340	39	970		20	<u>Through jn to Killoch branch</u>
				40	40	<u>40m290yd and 40m680yd</u>
				40	25	<u>40m680yd and 40m920yd</u>
				50	50	<u>40m920yd and 40m1740yd</u>
<u>Ayr</u>	40	1080				
	40	1360	30	30	<u>Through crossover.</u>	
Belmont LC (CCTV)	41	990		45	<u>Through crossover.</u>	
Dalrymple Jn (See page 65)	43	1170				
			20		<u>Through jn to Benbane branch</u>	
Page 55						
	<u>Between Girvan and Pinwherry</u>			20	20	<u>Bridge No.9, 1m680yd and 1m730yd.</u>
	<u>Amend:-</u>			45	45	<u>Bridge No.9, 1m680yd and 1m730yd.</u>
	to read:-					

Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes.  
Controlled from Paisley S.C.

Amended (8/11/86)

(1/9/86)

NON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued


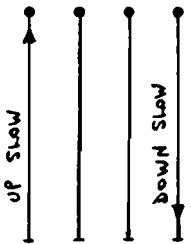
Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<p>Pages 61 and 62</p> <p><u>Amend:- KILWINNING JN TO LARGS table to read:-</u></p>						
	Kilwinning Jn (See Page 53)	25 1540	60	60	MAXIMUM PERMISSIBLE SPEED	<p>The lines between Kilwinning Jn and Largs are controlled from Paisley SC.</p> <p>DGL 1515F (460m)</p>
			40	25	<u>Through jn.</u> <u>Entering over and leaving Up Goods Loop.</u>	
	Kilwinning	26 0	40	40	<u>25m1560yd and 26m150yd</u> <u>Through facing crossover.</u>	
	Dubbs Jn (See Page 63)	26 1500	25	40	<u>Through Jn to Byrehill Jn.</u> <u>Through trailing crossover.</u> <u>Entering Down Goods loop.</u>	
	Stevenston (See Page 62)	28 550	40	40		
	Stevenston LC	28 680	50	50	<u>29m730yd and 29m1690yd</u>	
	Saltcoats	29 1210	50	50	<u>Through connection to Up Largs.</u>	
	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	25 50	50	<u>Through jn to Ardrossan Harbour.</u> <u>30m1060yd and 3lmp.</u>	
	West Kilbride Hunterston (See Page 63)	35 220 36 1140	25	25	<u>Over connection Single line to Up Freight.</u>	
	Fairlie High Sdg GF (S)	38 1650				

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 61 and 62 - Amend - continued</u>					
I	<u>Fairlie High</u>	39 20			
	<u>Fairlie Tunnel</u> (990 yards)	39 260 to 39 1250			
	<u>Admiralty Sdg GF (S)</u>	39 1300	50 40	50 40	<u>40m660yd and 40m1540yd</u> <u>41m660yd and Largs Stn.</u>
	<u>Largs</u>	42 150			(Amended 9/11/86)
<u>Page 62</u>					
Amend <u>MISK TO STEVENSTON NO.1 (GOODS LINE)</u> table to read:-					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
A I	<u>Misk</u>	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED
	<u>Stevenston</u> (See Page 61)	0 0			
<u>Page 63</u>					
Delete - <u>HOLM JN TO ARDROSSAN HARBOUR</u> table.					
Add:- <u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
See General Instructions Page 21 T	<u>Ardrossan Sth Beach</u> (See Page 61)	30 840	25	25	MAXIMUM PERMISSIBLE SPEED
		30 1030			
	<u>Princes St LC (CCTV)</u>	31 150			
	<u>Ardrossan Hbr LC</u>	31 620			
	<u>Ardrossan Hbr</u>	31 840			
Controlled from Paisley SC.					
No Train Staff.					
Controlled from Ardrossan Hbr LC					
(14/9/86)					

MON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 63 - continued</u>					
<u>BYREHILL JN TO DUBBS JN</u>					
<u>Add:-</u>					
	OHNS	0 925			(8/11/86)
<u>Page 69</u>					
<u>MOTHERWELL TO PERTH</u>					
<u>Delete:-</u> St Ninians LC					
		117 460			(30/10/86)
<u>Page 78</u>					
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
Bo'ness					
<u>Add:-</u> DPL 970f (295m) to remarks column.					
					(6/9/86)
<u>Page 79</u>					
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
<u>Amend :</u> Cadder (East end) to Cadder (West end) to read:-					
	Cadder (East end) (CR)	5 880	<u>15</u>	<u>Entering Down slow line.</u>	
				<u>30</u>	
	Cadder (West end)	4 1010		<u>30</u>	<u>Entering, over and leaving Up slow line</u>
					All lines between Cadder (West end) (incl.) and Queen St are controlled from Cowlairst. (23/8/86)

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Page 81</u>					
	<u>POLMONT JN TO LARBERT JN</u>				
	<u>Amend:-</u>		50	50	MAXIMUM PERMISSIBLE SPEED
	<u>to read:-</u>	BETWEEN POLMONT JN AND 24M1120YD	<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
		BETWEEN 24M1120YD AND LARBERT JN	<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
	<u>Add:-</u>		50	50	21m440yd and 21 $\frac{1}{2}$ mp.
	<u>Delete:-</u>		<u>40</u>	<u>40</u>	Over curves 22 $\frac{1}{2}$ mp and 23m220yd.
	<u>Add:-</u>		55	55	Over curves 22m530yd and 22m1210yd.
			<u>50</u>	<u>50</u>	23m1340yd and 23m1600yd.
					(23/8/86)
<u>Page 85</u>					
	<u>AIRDRIE TO HELENSBURGH</u>				
	<u>Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to read:-</u>				
		BETWEEN KNIGHTSWOOD NORTH JN AND 22m1140yd	<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
		BETWEEN 22m1140yd AND HELENSBURGH	<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED
					(5/10/86)
<u>Page 93</u>					
	<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>				
	Clydebank Dock Jn				(14/6/86)
	<u>Add:-</u>		30		Through east end main line trailing crossover.
				30	Through west end main line facing crossover.
					(14/9/86)
<u>Page 94</u>					
	<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>				
	<u>To read:-</u>				
	<u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>				
			<u>5</u>	<u>5</u>	MAXIMUM PERMISSIBLE SPEED
	Clydebank Central Jn (See page 93)	0 0			Controlled from Clydebank Dock Jn
		0 90			Only one train may be allowed on the line at a time
		109 110			(30/8/86)
	Old Kilpatrick	111 570			

MON-014



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 95</u>	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>				
	<u>Delete:-</u>		<u>25</u>	<u>35</u>	<u>0m110yd and 0<math>\frac{1}{2}</math>mp</u> (5/10/86)
<u>Page 101</u>	<u>MALLAIG JN TO MALLAIG</u> <u>Morar LC (AOCL)</u>	36 1230			
	<u>Delete:- note in remarks column</u>				(21/9/86)
<u>Page 102</u>	<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u> <u>Between Tweedmouth and Berwick-upon-Tweed</u> <u>Tweedmouth (T)</u>				
	<u>Add:- mileage</u>	65 1720			(13/9/86)
	<u>Berwick-upon-Tweed</u> <u>Add:- mileage</u>	67 00			
<u>Page 126</u>	<u>ELBOWEND JN TO CROMBIE RNAD (GOODS LINE)</u>				
	<u>Amend:- 2nd note in Remarks column</u> <u>to read:-</u>				Train Staff is kept in Elbowend Jn GF. (2/11/86)
<u>Page 127</u>	<u>GLENCRAIG GF TO BOWHILL (GOODS LINE)</u>				
	<u>Amend:- 2nd note in Remarks column</u> <u>to read:-</u>				Train Staff is kept in Glencraig GF. (2/11/86)
<u>Page 129</u>	<u>PERTH TO INVERNESS</u>				
	<u>Amend note in Remarks column</u> <u>to read:-</u>				The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Pages 134 and 135</u>					
<u>Amend</u> Between <u>Culloden Moor</u> and <u>Inverness</u> to read:					
	Culloden Moor	111 660		<u>40</u>	<u>Up line to single line</u>
	<u>/T/</u>	114 880		<u>55</u>	<u>55</u> <u>Over curves, 116m1120yd and 117m310yd</u>
	A B A B Avismore lines			<u>40</u>	<u>40</u> <u>117m310yd and 117m380yd</u>
	A B A B Forres line	Millburn Jn (see page 141)	117 440	<u>15</u>	<u>15</u> <u>117m380yd and 118m70yd</u>
	To Rose St. Stn. limits	Welsh's Bridge (see pages 141 and 143)	117 1230		
		Locomotive	117 1470		
	<u>Inverness</u>	118 70			(28/9/86)
<u>Page 140</u>					
<u>ABERDEEN TO INVERNESS</u>					
<u>Amend:-</u>	Kinloss LC (AHB)	3 220			
<u>to read:-</u>	Kinloss LC (AHB)	2 1650			
<u>Amend:-</u>	Forres LC	0 330			
<u>to read:-</u>	Forres LC	0 352			(2/8/86)
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>					
<u>Amend</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	
<u>to read:-</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	(9/8/86)

MON-D16

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
Page 141					
<u>Amend</u> between Allanfearn LC (AOCL) and <u>Inverness</u> to read:					
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	<u>Approaching LC</u>
	Raigmore LC	143 200	15	15	<u>143m170yd and 143m440yd</u>
	Millburn Jn (see page 134)	143 440 117 440	10	10	<u>Over single connecting line between Forres and Aviemore lines</u>
	Welsh's Bridge (see pages 135 and 143)	117 1230	15	15	<u>117mp and 118m70yd</u>
	Locomotive	117 1470			
	<u>Inverness</u>	118 70			
Page 143					
<u>INVERNESS TO WICK</u>					
<u>Between Welsh's Bridge and Clachnaharry</u>					
<u>Amend</u>					
to read:					
			20	20	<u>117m1230yd and 0m900yd (total distance 1010yd)</u>
			15	15	<u>117m1230yd and 0m500yd (total distance 610yd)</u>
			20	20	<u>0m500yd and 0m900yd</u>
					(28/9/86)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		At or between	Remarks
			Down	Up		
			mph			
<u>Page 144</u>						
	<u>Delny LC (AOCL)</u>		30	30	<u>Approaching L.C.</u>	
	<u>Amend:-</u>		55	55		
	to read:-		30	30	<u>Approaching L.C.</u>	(30/8/86)
			55	55		
<u>Page 145</u>						
	<u>Between Brora L.C. (AOCL) and Brora</u>					
	<u>Amend:-</u>		10	10		
	Brora LC (AOCL)	90 680	15	15		
	Brora	90 1060				
	to read:-		10	10		
	Brora LC (AOCL)	90 680	15	15		
	Brora	90 1060				(30/8/86)
<u>HAYMARKET WEST JN TO ABERDEEN</u>						
<u>Page 157</u>						
	<u>Amend:-</u>					
	to read:-					(30/8/86)
	Portlethan					
	Portlethen					
<u>Page 159</u>						
	<u>PERTH TO INVERNESS</u>					
	<u>Amend note in Remarks column</u>					
	to read:-					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

MON-D18

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
Page 166						
<u>Amend between Culloden Moor and Inverness to read:</u>						
	Culloden Moor	111	660		40	<u>Up line to single line</u>
	<u>/T/</u>	114	880	65	65	<u>Over curves, 116m1120yd and 117m310yd</u>
				40	40	<u>117m310yd and 117m380yd</u>
				15	15	<u>117m380yd and 118m70yd</u>
	Millburn Jn (see page 141)	117	440			
	Welsh's Bridge (see pages 141 and 143)	117	1230			
	Locomotive	117	1470			
<u>Inverness</u>	118	70				

(28/9/86)

NON-D19

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

SECTION 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
---------	-------	-------------	--------------

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	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 ECS (28/9/86)
----------------------------	------	---	---

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 station. (28/9/86)

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

From	To	Type of Train	Conditions	Remarks
------	----	---------------	------------	---------

Page 11

Add:-

Kilwinning Jn to Larga

Stevenston	Larga	Engineer's Trains (Unfitted)	R	See Local Instructions Page 32
------------	-------	------------------------------	---	--------------------------------

Larga	Stevenston	Engineer's Trains (Unfitted)	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	Camperdown Jn	F	-	-
(This amends the item published in WON 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 Inverness

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

GENERAL INSTRUCTIONS

Page (i) - INDEX

Add:-

Class 318 Electric Multiple Units-Emergency Couplings	Page 56	(1/9/86)
---	------------	----------

Page (ii)

Add:-

Instructions for Working of Trains under the Strathclyde Manning Arrangement.	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

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)
--	-----------

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 keysAdd:-

<u>Usan</u>	Montrose South	(23/8/86)
-------------	----------------	-----------

Millburn Jn	Locomotive box	(28/9/86)
-------------	----------------	-----------

Delete:-

Hunterston	Larga	(8/11/86)
------------	-------	-----------

Page 12SECTION OF LINE

<u>Add:- Usan to Montrose South</u>	(23/8/86)
-------------------------------------	-----------

Page 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFF

<u>Add:- Ardrossan South Beach to Ardrossan Harbour</u>	(14/9/86)
Carmondean Jn to Bathgate Station	

Page 53

Removal of Obstructions from Overhead Line by Area Manager's  
Staff using Insulated Poles.

<u>Amend:- date of Standing Order No.RMEE/EDO/22</u>	
<u>to read:- May 1986</u>	(6/9/86)

Page 53 - Isolation ProcedureAmend 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 UnitsAmend 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

<u>Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains</u>	
<u>to read:- Route Availability of Electric Multiple Units.</u>	(6/9/86)

Page 56Add:-

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 83CONTINUOUS BRAKE TRAIN OPERATION

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Applicable to trains with unfitted portion exceeding (tonnes)</u>
-------------	-----------	-------------	--

Haymarket West Jn	Aberdeen		
-------------------	----------	--	--

Delete:-

Dundee Central Jn	Camperdown Jn	Down and Up	60
-------------------	---------------	-------------	----

(This amends the item published in WON 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/Corrkerhill 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) :-

<u>Signal No.</u>	<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.
6. Drivers must ensure that radio channel changes take place at the marked locations.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDEMANNING 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

<u>Platform No</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>				
			<u>Ayr</u>	
1	G2	G38	1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
12	-	G63	1	P139
13	-	G67	2	P138

\* First signal quoted is nearest buffer stop.

(28/9/86)

Page 101STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

SECTION 4LOCAL INSTRUCTIONSINDEXPage (iv)

Add :- Largs entry

Page

35 (27/9/86)

Page (v)

Add :- Millerhill Electrification Depot

72 (27/9/86)

Page 23DUMFRIESReception 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 32BETWEEN HUNTERSTON AND LARGSAdd:-

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 34HUNTERSTON 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 35MISK 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 35Add:-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 36Delete: HOLM JN TO ARDROSSAN HARBOUR and relative instructions.

(3/8/86)

Page 48BETWEEN COWLAIRS AND QUEEN STREET (HIGH LEVEL)ASCENDINGAmend 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:-

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.
2. 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 - continuedMISCELLANEOUS 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 train formation.

The cranes are within gauge when in the stowed position.

The cranes must be kept in the stowed position unless 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 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)

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:-

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
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)

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)

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.

GLASGOW

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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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 ATEMPORARY 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.

Location	Lines affected		Mileage At or between				Restriction mph	Remarks
			M	Yd	M	Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>								
1	Abington	Down	-	58 820	58 940	$\frac{20}{40}$	Trackwork. (86/33)	
2	Abington and Symington GF	-	Up	58 1240	58 820	$\frac{20}{40}$	Trackwork. (86/33)	
3	Cleghorn LC	Down	-	76 500	76 540	$\frac{20}{40}$	Trackwork. (86/33) <u>Finishes 15 00 Sun 16 Nov.</u>	
3A	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) <u>Finishes 15 00 Sun 16 Nov.</u>	
5	Motherwell and Shieldmuir Jn	-	Up	88 880	88 000	20	Trackwork. (86/34) <u>Begins 15 00 Sun 16 Nov.</u>	
6	Uddingston Jn	Down	-	93 000	93 1087	$\frac{20}{40}$	Trackwork. (86/32)	
7	Uddingston Jn	Down	-	93 1087	93 1220	40	Condition of track. (86/24)	
8	Polmadie and Larkfield Jn	Down	-	100 1500	101 44	20	Condition of track. (86/20) Clyde sdale	
<u>MIDCALDER JN TO HOLYTOWN JN</u>								
9	Hartwood and Bellside GF	Down	-	6 980	6 985	40	Condition of track. (86/4)	
<u>LAW JN TO UDDINGSTON JN</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)	

## WON-A2

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>LARKFIELD JN TO SHIELDS JN</u>								
11	Terminus Jn and Shields Jn	Down -	101	1140	101	1320	20	Condition of track. (86/63)
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>								
12	Dumfries South	Down -	92	1100	92	920	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) <u>Begins 00 30 Sun 16 Nov.</u>
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>								
16	Crosshill	Inner -	1	340	0	1500	20	Trackwork. (86/30) <u>See Section 'D'.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>								
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) <u>Begins 10 00 Wed 19 Nov.</u>
18	Lochwinnoch and Johnstone	- Up	12	1620	12	740	20	Trackwork. (86/34) <u>Begins 10 00 Sun 16 Nov.</u>
19	Glengarnock and Lochwinnoch	- Up	16	1150	16	200	20	Trackwork. (86/30) <u>Finishes 10 00 Sun 16 Nov.</u>
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) <u>Finishes 10 00 Sun 16 Nov.</u>
<u>SHIELDS JN TO CORKERHILL CSMD (GOODS LINE)</u>								
21A	Shields Jn	- Up	1	440	1	110	20	Condition of track. (86/33)
<u>PAISLEY TO GOUROCK</u>								
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)
<u>WEMYSS BAY JN TO WEMYSS BAY</u>								
24	Wemyss Bay Jn and Containerbase	Down -	0	120	0	640	20	Trackwork. (86/25)

## WON-A3

Location	Lines affected		Mileage				Restriction mph	Remarks	
			At	or between	M	Yd			
<u>KILWINNING JN TO LARGS</u>									
25	Steenston LC and Salcoats	Down	-	29	192	29	601	20	Trackwork. (86/29) <u>Finishes 10 00 Sun 16 Nov.</u>
26	West Kilbride and Ardrossan South Beach	-	Up Freight	33	1100	33	440	20	Trackwork. (86/26)
27	NOT USED								
<u>MOTHERWELL TO PERTH</u>									
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	$\frac{20}{40}$	Condition of track. (86/31)
30	Dunblane and Greenloaning	Down	-	124	1020	124	1180	20	Condition of UB No.6. (86/33)
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>									
31	Langloan Jn and Carmyle Jn	Down	-	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>									
32	Haymarket Station	Down	-	1	470	1	570	20	Trackwork. (86/32)
33	Haymarket Station	-	Up South	45	1720	$\frac{46}{1}$	$\frac{000}{530}$	) 20	Trackwork. (86/32)
							)		
							)		
				1	530	1	470	)	Overall mileage = 100yd
34	Haymarket West Jn and Newbridge Jn	Down	-	43	820	42	1460	20	Trackwork. (86/33) <u>Finishes 15 00 Sun 16 Nov.</u>
35	Haymarket West Jn and Newbridge Jn	Down	-	43	820	42	1460	$\frac{20}{40}$	Trackwork. (86/34) <u>Applies 15 00 Sun 16 to 15 00 Wed 19 Nov.</u>
36	Greenhill Upper Jn and Falkirk High	-	Up	18	236	18	1116	$\frac{30}{60}$	Trackwork. (86/32)
<u>AIRDRIE TO HELENSBURGH</u>									
37	Bellgrove	Down	Up	1	000	0	1600	20	Trackwork. (86/33)
38	NOT USED								

## WON-A4

Location	Lines affected		Mileage				Restriction mph	Remarks	
			At or between						
			M	Yd	M	Yd			
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>									
39	Grantshouse and Reston GSP	-	Up	43	650	44	1304	20	Trackwork. <u>Applies 01 40 to 06 55 daily Tue 18 to Thu 20 Nov.</u>
40	Prestonpans	-	Up Loop	9	980	9	1680	20	Trackwork. (86/33)
41	Monktonhall Jn and Prestonpans	-	Up	8	00	8	704	<u>20</u> 40	Trackwork. (86/32) <u>Finishes 15 00 Sun 16 Nov.</u>
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>									
42	Monktonhall Jn and Prestonpans	-	Up	8	00	8	704	20	Trackwork. (86/34) <u>Begins 15 00 Sun 16 Nov.</u>
43	Prestonpans and Monktonhall Jn	Down	-	8	704	8	00	20	Trackwork. <u>Applies 04 00 to 16 30 Sun 16 Nov.</u>
<u>MONKTONHALL JN TO MILLERHILL SOUTH JN</u>									
44	Monktonhall Jn and Millerhill South Jn	Down	Up	0	1628	0	770	20	Trackwork. (86/34) <u>Begins 08 00 Sun 16 Nov.</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>									
45	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>									
46	Niddrie South Jn and Craiglockhart Jn	Down	-	4	1440	4	570	20	Trackwork. (86/32)
<u>HAYMARKET WEST JN TO ABERDEEN</u>									
47	Thornton North and Sinclairtown	-	Up	30	880	30	396	20	Trackwork. (86/34) <u>Begins 09 00 Thu 20 Nov.</u>
48	Dundee Central Jn and Tay Bridge South	-	Up	57	220	56	910	20	Trackwork. (86/28) <u>See Section 'D'.</u>

## WON-A5

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>							
49 Tay Bridge South and Dundee Central Jn	Down -	56	910	57	220	30	Trackwork. <u>Applies 23 30 Sat 15 to 16 15 Sun 16 Nov.</u>
50 Arbroath LC and Inverkeilor	Down Up	21	880	22	00	70	Condition of track. (86/29)
51 Carmont LC and Stonehaven	- Up	221	880	220	1660	40	Trackwork. <u>Applies 23 30 Sat 15 to 08 00 Sun 16 Nov.</u>
<u>LADYBANK JN TO HILTON JN</u>							
52 Ladybank Jn and Clatchard Craig South GF	Single	5	1680	6	00	20	Bridgework (UB No.13) (86/8)
<u>PERTH TO INVERNESS</u>							
53 Perth and Stanley Jn	Down -	151	1120	152	280	<u>20</u> 40	Trackwork. (86/32) <u>Finishes 10 00 Fri 21 Nov.</u>
54 Stanley Jn and Perth	- Up	152	280	151	1120	40	Trackwork. <u>Applies 22 00 Sat 15 to 24 00 Sun 16 Nov.</u>
55 Stanley Jn and Murthly LC	Single	7	180	7	1130	<u>20</u> 40	Trackwork. (86/34) <u>Begins 10 00 Fri 21 Nov.</u>
56 Blair Atholl LC and Dalnacardoch GF	Down Up	41	480	41	580	20	Bridgework (UB No.99) (86/33) <u>Finishes 10 00 Fri 21 Nov.</u>
<u>ABERDEEN TO INVERNESS</u>							
57 Rosarie LC and Elgin	Single	27	198	26	1078	<u>30</u> 50	Condition of track. (85/33)
58 Allan Fearn LC (AOCL) and Raigmore LC	Single	140	550	140	1290	<u>20</u> 40	Trackwork. (86/32)
<u>INVERNESS TO WICK</u>							
59 Foulis LC (RG) and G. Wood GF (S)	Single	24	1660	25	330	20	Trackwork. (86/32) <u>Finishes 10 00 Fri 21 Nov.</u>
60 Watten LC (AOCL) and Wick	Single	155	300	155	820	20	Trackwork. (86/33) <u>Finishes 14 00 Fri 21 Nov.</u>

WON-A6

Location	Lines affected	Mileage				Restriction mph	Remarks
		At or between					
		M	Yd	M	Yd		
<u>DINGWALL TO KYLE OF LOCHALSH</u>							
61	Achnasheen and Achnashellach	Single	32 1500	32 1560		20	Bridgework (UB No.81). <u>Applies 20 00 Sat 15 to</u> <u>10 00 Fri 21 Nov.</u>
62	Strathcarron LC (AOCL) and Attadale Halt	Single	48 160	48 1550		20	Trackwork. (86/28) <u>Finishes 10 00 Fri 21 Nov.</u>

=====



SECTION BTEMPORARY ENGINEERING WORKS

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL</u>		
<u>UNTIL FURTHER NOTICE</u>		
63 Shieldmuir Jn and Motherwell	All	00 00 to 05 00 daily. Signalling work.
64 Glasgow Central	All	00 00 to 06 00 daily. Signalling work.
<u>SATURDAY 15 NOVEMBER</u>		
65 Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>
66 Glasgow Central	Top Platforms No.11 BLOCKED	00 30 to 05 30. Track renewal at points No.319A.
<u>SATURDAY 15 and SUNDAY 16 NOVEMBER</u>		
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.
<u>SUNDAY 16 NOVEMBER</u>		
68 Carlisle South Jn	All	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 <u>Between Trains</u>	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 <u>Between Trains</u>	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. <u>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.</u>
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. <u>Possession to be given up for the passage of 1011, 09 50 Glasgow Central to Poole over Up line.</u>
75 Shieldmuir Jn and Law Jn	Up BLOCKED	08 45 to 11 00. Track maintenance.
76 Shieldmuir Jn	All	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. <u>Possession to be given up for the passage of 1011, 09 50 Glasgow Central to Poole over Up line. Isolation of electrical sections MC1 and 2.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks	
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>			
<u>SUNDAY 16 NOVEMBER - continued</u>			
78	Motherwell (jn (with Coatbridge and Hamilton lines)	All BLOCKED (to electric trains)	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. <u>Possession to be given up for the passage of 1011, 09 50 Glasgow Central to Poole over Up line.</u>
80	Motherwell (jn with Coatbridge and Hamilton lines)	All	08 00 to 17 00. Signalling work.
81	Uddingston Jn	All	08 00 to 17 00. Signalling work.
82	Rutherglen East Jn and Newton West Jn	Up Main BLOCKED Down Main BLOCKED (to electric trains)	01 00 to 08 00. Overhead line work. <u>Possession to be given up for the passage of 1S07, 21 00 Euston to Inverness over Up line. Isolation of electrical sections EN1, 2, 3 and 4.</u>
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 ) and 972A, earthwork, slip 00 00 to 08 00 ) treatment and overhead line ) work. <u>Isolation of electrical</u> ) <u>sections EN1 (b and c) and</u> 08 00 to 16 00 ) <u>EN2 (b to h).</u>
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). ) OS10 03 22 Kilmarnock to 04 00 to 08 00 ) <u>Polmadie diverted via Glasgow</u> ) <u>Central. Isolation of electrical</u> ) <u>sections EN1 to 4.</u>
85	Polmadie	All	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. <u>Isolation of electrical sections EN2(b to h),</u> <u>EB1(j) and EB2(a).</u>
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 <u>Isolation of electrical sections</u> <u>EN1 and 2 and EG1,2,3 and 4.</u>
88	Glasgow Central	All	08 00 to 17 00. Signalling work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 16 NOVEMBER - continued</u>		
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. <u>Isolation of electrical sections EG1 and 2, EG3(a,b,c,d,e,f and g) and EG4 (d and e).</u>
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. <u>No access to Platform No.2.</u>
<u>MONDAY 17 NOVEMBER</u>		
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. <u>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).</u>
93 Rutherglen West Jn and Polmadie	Down and Up Slow BLOCKED	00 00 to 05 00. Overhead line work. <u>Possession of Up Slow to be given up for passage of IN57 03 25 Glasgow Cen to Stirling. Isolation of electrical sections EN1,2,3, and 4.</u>
<u>TUESDAY 18 NOVEMBER</u>		
94 Greta 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.
<u>TUESDAY 18 and WEDNESDAY 19 NOVEMBER</u>		
98 Lanark Jn and Law Jn	Down <u>Between Trains</u>	08 00 to 12 00 daily. Track maintenance.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
99 Symington GF and Carstairs South Jn	Down BLOCKED (to electric trains)	06 45 to 10 30 daily. Overhead line work. <u>Isolation of electrical section LC4.</u>
100 Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10 daily. Overhead line work and track maintenance. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>
101 Glasgow Central	Line X BLOCKED	00 30 to 05 30 daily. Track renewal at points No.332A and B.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>WEDNESDAY 19 NOVEMBER</u>		
102 Beattock North and Summit	Down BLOCKED	07 10 to 09 50. Track renewal and track maintenance.
103 Summit	Down Loop <u>Between Trains</u>	10 00 to 13 00 ) Track maintenance. )
	Up Loop <u>Between Trains</u>	13 00 to 16 00 ) )
104 Law Jn and Lanark Jn	Up BLOCKED	02 00 to 05 00. Track renewal.
105 Rutherglen East Jn and Newton West Jn	Up BLOCKED	01 45 to 05 00. Track maintenance.
106 Glasgow Central	No.4 Line BLOCKED	00 00 to 01 00. Track maintenance.
<u>WEDNESDAY 19 and THURSDAY 20 NOVEMBER</u>		
107 Summit and Beattock	Up BLOCKED	02 40 to 05 50 daily. Track renewal and track maintenance.
<u>THURSDAY 20 NOVEMBER</u>		
108 Wamphray GF and Beattock	Down BLOCKED	06 40 to 09 50. Track renewal.
<u>LANARK TO LANARK JN</u>		
<u>SUNDAY 16 NOVEMBER</u>		
109 Lanark	Single	08 00 to 17 00. Signalling work.
<u>SUNDAY 16 and MONDAY 17 NOVEMBER</u>		
110 Lanark and Lanark Jn	Single BLOCKED	18 00 Sun to 05 30 Mon. Overhead line work. <u>Isolation of electrical section MC4 (e).</u>
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
111 Slateford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
<u>SUNDAY 16 NOVEMBER</u>		
112 Auchengray LC and Midcalder Jn	Down and Up <u>Between Trains</u>	08 00 to 16 00. Signalling work (Auchengray LC).
<u>MIDCALDER JN TO HOLYTOWN JN</u>		
<u>SUNDAY 16 NOVEMBER</u>		
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.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>LAW JN TO UDDINGSTON JN</u> <u>UNTIL FURTHER NOTICE</u>		
114 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
<u>SUNDAY 16 NOVEMBER</u>		
114A Law Jn and Wishaw Central	Down and Up BLOKED	06 00 to 16 00. Unloading rails. <u>Isolation of electrical sections MCl and 2.</u>
<u>WISHAW CENTRAL JN TO SHIELDMUIR JN</u> <u>UNTIL FURTHER NOTICE</u>		
115 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.
<u>MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)</u> <u>SUNDAY 16 NOVEMBER</u>		
116 Motherwell and Hamilton West	Down and Up BLOKED	00 45 to 08 00. Loading material, track renewal at Points Nos.56A and B, tunnel work (Barncluith) and undertrack excavation (SSEB). <u>Possession to be given up for the passage of 1S07, 21 00 Euston to Inverness over Up line. Isolation of electrical section MHL.</u>
<u>NEWTON WEST JN TO CATHCART WEST JN</u> <u>SUNDAY 16 NOVEMBER</u>		
117 Cathcart	All	08 00 to 17 00. Signalling work.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
118 Newton West Jn and Cathcart West Jn	Down and Up BLOKED	00 00 to 05 30 daily. Overhead line work. <u>Isolation of electrical sections MN5 and 6.</u>
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> <u>SUNDAY 16 NOVEMBER</u>		
119 Rutherglen North Jn and Finnieston	Down and Up BLOKED	00 00 to 08 00. Track renewal. <u>Isolation of electrical sections PR1 and 2.</u>
<u>LARKFIELD JN TO SHIELDS JN</u> <u>SUNDAY 16 NOVEMBER</u>		
120 Larkfield Jn and Shields Jn	Down and Up BLOKED	08 00 to 18 00 ) Overhead line work. <u>Isolation</u> ) <u>of electrical sections EB1 (j),</u> ) <u>EB2 (a) and EN2 (e and f).</u>
<u>GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u> <u>SUNDAY 16 NOVEMBER</u>		
121 Thornhill and Dumfries Station	Up <u>Between Trains</u> Up BLOKED Down BLOKED	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 BLOKED	00 00 to 14 15. Track maintenance. <u>Single line working over Up line, 02 15 to 07 15.</u>
123 Hurlford and Mauchline	Up BLOKED	01 45 to 09 00. Track renewal.
124 Lugton and Barrhead	Single <u>Between Trains</u>	07 00 to 17 00. Track renewal.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

GREटना JN TO EGLINTON ST JN (VIA KILMARNOCK) - continuedMONDAY 17 NOVEMBER

125 Dumfries South and Dumfries Station	Down and Up <u>Between Trains</u>	08 00 to 14 30. Track maintenance.
---	--------------------------------------	------------------------------------

MONDAY 17 and TUESDAY 18 NOVEMBER

126 Auchinleck and Mauchline	Down BLOCKED	19 40 Mon to 02 00 Tue. Track renewal.
------------------------------	--------------	--

TUESDAY 18 NOVEMBER

127 Dumfries South and Dumfries Station	Down and Up <u>Between Trains</u>	00 00 to 07 00. Track maintenance.
---	--------------------------------------	------------------------------------

TUESDAY 18 to FRIDAY 21 NOVEMBER

128 Muirhouse Central Jn and Eglinton Street Jn	Down and Up BLOCKED	00 30 to 06 00 daily. Overhead line work, track renewal and drainage. <u>Isolation of electrical sections EG3 (i), EG4 (a) and EW1 to 6, 00 30 to 05 00.</u>
---	---------------------	--

KILMARNOCK TO BARASSIE  
UNTIL FURTHER NOTICE

129 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
--------------------------------	--------	--

SUNDAY 16 NOVEMBER

130 Kilmarnock and Barassie	Single BLOCKED	07 00 to 24 00. Track renewal, bridgework (OB No.4B) and signalling work.
-----------------------------	----------------	---

MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)SUNDAY 16 NOVEMBER

131 Cathcart North Jn and Muirhouse North Jn (via Queens Park)	Inner and Outer BLOCKED	00 00 to 08 00. Earthwork (Queens Park), erecting scaffolding, track renewal and track maintenance. <u>Isolation of electrical sections EW1 and 2.</u>
--	----------------------------	--

THURSDAY 20 and FRIDAY 21 NOVEMBER

132 Cathcart West Jn and Muirhouse Central Jn (via Maxwell Park)	Inner and Outer BLOCKED.	00 30 to 05 30 daily. Overhead line work. <u>Isolation of electrical sections EW1 to 6.</u>
--	-----------------------------	---

BRIDGE STREET JN TO STRANRAER  
UNTIL FURTHER NOTICE

133 Bridge Street Jn	Branches Nos.1 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 - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>UNTIL FURTHER NOTICE - continued</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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (UB No.21). Crane and mechanical equipment in use.
138 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work.
139 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Station work.
140 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.
<u>SUNDAY 16 NOVEMBER</u>		
141 Paisley and Johnstone	Down and Up Main and Up Loop 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>
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 EL1 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. <u>Isolation of electrical sections SL3 and 4, 01 00 to 08 00.</u>
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.
<u>TUESDAY 18 NOVEMBER</u>		
152 Elderslie and Lochwinnoch	Down and Up BLOCKED	00 00 to 05 45. Track maintenance.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>THURSDAY 20 NOVEMBER</u>		
153 Paisley and Elderslie	Down and Up BLOCKED	00 00 to 05 45. Track maintenance.
154 Kilwinning and Irvine	Down and Up BLOCKED	00 00 to 05 45. Track maintenance.
<u>FRIDAY 21 NOVEMBER</u>		
155 Glengarnock and Kilwinning	Down and Up BLOCKED	00 00 to 05 45. Track maintenance.
<u>PAISLEY TO GOUROCK</u>		
<u>SATURDAY 15 NOVEMBER</u>		
156 Bishopton and Wemyss Bay Jn	Down and Up BLOCKED	00 30 to 05 30. Overhead line work. <u>Isolation of electrical sections GB3 and 4.</u>
157 Gourock	Down and Up BLOCKED	00 30 to 05 30. Station work. <u>No EMUs on Platform No.2. Isolation of electrical sections GGI and 2.</u>
<u>SUNDAY 16 NOVEMBER</u>		
158 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>
159 Wemyss Bay Jn and Gourock	All	08 00 to 17 00. Signalling work.
160 Gourock and Greenock Central	UP BLOCKED Down BLOCKED	01 00 to 08 30 ) Loading rails, track 01 00 to 07 30 ) maintenance and track renewal. <u>Isolation of electrical sections GGI and 2, 01 00 to 07 30.</u>
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
161 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>
162 Greenock Central and Gourock	Down and Up BLOCKED	00 30 to 05 30 daily. Tunnel work (Wellpark, Ann Street and Newton Street) and Station work (Gourock). <u>No EMUs on Platform No.2. Isolation of electrical sections GGI and 2.</u>
<u>FRIDAY 21 NOVEMBER</u>		
163 Wemyss Bay Jn and Greenock Central	Down BLOCKED	00 30 to 05 30. Track renewal.
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SUNDAY 16 NOVEMBER</u>		
164 Wemyss Bay Jn and Wemyss Bay	Single BLOCKED	00 15 to 08 00. Bridgework (OB No.8). <u>Isolation of electrical section GW1.</u>
165 Wemyss Bay	Single	08 00 to 17 00. Signalling work.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>WEMYSS BAY JN TO WEMYSS BAY - continued</u>		
<u>WEDNESDAY 19 NOVEMBER</u>		
166 Wemyss Bay Jn and Wemyss Bay	Single	BLOCKED 00 30 to 05 30. Track maintenance.
<u>FRIDAY 21 NOVEMBER</u>		
167 Wemyss Bay Jn and Wemyss Bay	Single	BLOCKED 00 30 to 05 30. Track maintenance.
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
168 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).
169 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).
<u>SATURDAY 15 NOVEMBER</u>		
170 Saltcoats and Hunterston	Single and Up Freight	BLOCKED 00 30 to 05 45. Engineering work.
171 Hunterston and Largs	Single	BLOCKED 00 45 to 06 00. Engineering work.
<u>SUNDAY 16 NOVEMBER</u>		
172 Kilwinning Jn and Saltcoats	Down and Up	BLOCKED 00 30 to 09 30. Engineering work.
173 Saltcoats and Hunterston	Up Freight	BLOCKED 00 30 to 20 00 ) Engineering work. Crane and Single
	BLOCKED	00 30 to 09 15 ) mechanical equipment in use.
174 Hunterston and Largs	Single	BLOCKED 00 40 to 09 00. Engineering work.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
175 Kilwinning Jn and Saltcoats	Down and Up	BLOCKED 00 45 to 05 30 daily. Engineering work.
176 Saltcoats and Hunterston	Single and Up Freight	BLOCKED 00 30 to 05 45 daily. Engineering work.
177 Hunterston and Largs	Single	BLOCKED 00 45 to 05 45 daily. Engineering work.
<u>MOTHERWELL TO PERTH</u>		
<u>SUNDAY 16 NOVEMBER</u>		
178 Mossend North Jn and Burnhouse	Down and Up	BLOCKED 08 00 to 18 00. Track renewal.
179 Garnqueen North Jn and Cumbernauld	Down	BLOCKED 00 00 to 22 30 ) Track renewal and track
	Up	Between Trains 01 15 to 06 15 ) maintenance. Single line working
	Up	BLOCKED 06 15 to 22 00 ) <u>over Up line 01 15 to 06 15.</u>
		Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 16 NOVEMBER - continued</u>		
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 <u>Between Trains</u>	00 00 to 08 30. Track maintenance (Switches and Crossings).
182 Larbert Jn and Carmuir 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 <u>Between Trains</u>	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 1S78 21 35 Manchester Victoria to Aberdeen, 1S25 22 00 Euston to Inverness and 1S03 20 33 Euston to <u>Inverness over Down line.</u>
186 Auchterarder and Hilton Jn	Down and Up <u>Between Trains</u>	00 00 to 17 00. Work at lineside, loading material, track renewal and earthwork between 137m902yd and 149m374yd.
187 Perth	All	07 30 to 17 00. Signalling work.
<u>SUNDAY 16 to FRIDAY 21 NOVEMBER</u>		
188 Dunblane and Greenloaning	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.96).
<u>MONDAY 17 to FRIDAY 21 NOVEMBER</u>		
190 Auchterarder and Hilton Jn	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Earthwork at 147m858yd Mechanical equipment in use.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
191 Greenhill Lower Jn and Carmuir West Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
192 Plean Jn and Stirling Middle	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>		
<u>SUNDAY 16 NOVEMBER</u>		
193 Whifflet North Jn and Rutherglen East Jn	Down and Up BLOCKED	00 00 to 18 00. Bridgework (UB No.23).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

GREENHILL LOWER JN TO GREENHILL UPPER JN  
SUNDAY 16 NOVEMBER

194 Greenhill Lower Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 15 to 07 30. Track maintenance (Switches and Crossings).
--	------------------------	---

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)  
UNTIL FURTHER NOTICE

195 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
196 Newbridge Jn and Winchburgh Jn	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
197 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.

SUNDAY 16 NOVEMBER

198 Princes St Gardens and Haymarket Station	Down and Up North BLOCKED	00 00 to 16 00. Drainage. <u>North trains to run over South lines.</u>
199 Haymarket East Jn and Haymarket West Jn	Down South BLOCKED	00 00 to 08 00. Unloading material.
200 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. <u>Trains diverted via Dalmeny Jn.</u>
201 Bo'ness and Polmont Jn	Down and Up BLOCKED	00 30 to 07 00. Track renewal.
202 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 18 00. Track renewal and track maintenance.

SUNDAY 16 and MONDAY 17 NOVEMBER

203 Cowlairs West Jn and Queen Street HL	Down BLOCKED Up BLOCKED	00 00 Sun to 05 00 Mon ) Track renewal and track 00 00 to 07 00 Sun ) maintenance. <u>ECS between Cowlairs and Glasgow Queen Street not to run 00 00 to 07 00 Sun.</u> Crane and mechanical equipment in use.
--	----------------------------	---

MONDAY 17 NOVEMBER

204 Newbridge Jn and Haymarket West Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 44m1610yd and 38m1300yd.
--	--------------------------------------	--

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>TUESDAY 18 and WEDNESDAY 19 NOVEMBER</u>		
205 Linlithgow and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 05 00 daily. Track maintenance and unloading rails.
206 Cadder and Cowlairs East Jn	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.
<u>TUESDAY 18 to THURSDAY 20 NOVEMBER</u>		
207 Winchburgh Jn	All <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 35m378yd and 33m1693yd.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
208 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 06 00 daily. Track renewal and track maintenance. <u>Possession to be given up for passage of 6208, structure gauging survey train over Up line (Thu only).</u>
209 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 00 to 05 00 daily. Loading material. <u>Possession to be given up for passage of 6208 structure gauging survey train over Up line (Thu only).</u>
210 Gartshore and Cadder	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance and loading material. <u>Possession to be given up for passage of 6208 structure gauging survey train over Up line (Thu only).</u>
211 Cowlairs West Jn and Queen Street HL	Down BLOCKED	00 40 to 04 30 daily. Track renewal and tunnel work (Queen Street HL).
<u>THURSDAY 20 and FRIDAY 21 NOVEMBER</u>		
212 Princes Street Gardens and Haymarket East Jn	Down and Up North BLOCKED	00 00 to 05 30. Track maintenance between 0m550yd and 1m620yd. <u>North trains to run over South lines.</u>
<u>POLMONT JN TO LARBERT JN</u>		
<u>SUNDAY 16 NOVEMBER</u>		
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).
<u>COWLAIRS TO BELLGROVE</u>		
<u>SUNDAY 16 NOVEMBER</u>		
214 Cowlairs West Jn and Sighthill Jn	Down and Up Passenger BLOCKED	08 00 to 18 00. Track renewal.
<u>SUNDAY 16 and MONDAY 17 NOVEMBER</u>		
214A Sighthill Jn and Bellgrove	Down and Up BLOCKED	00 00 Sun to 05 00 Mon. Track renewal. <u>LE's 18 23 Glasgow Cen to Eastfield and 20 10 Eastfield to Glasgow Central not to run. Isolation of electrical sections PSl and 2.</u>
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
215 Sighthill Jn and Bellgrove	Down and Up BLOCKED	00 00 to 05 00 daily. Track renewal and track maintenance. <u>Possession to be given up for the passage of T71.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>NEWBRIDGE JN TO BATHGATE</u>		
<u>SUNDAY 16 NOVEMBER</u>		
216 Newbridge Jn and Cawburn Jn	Down and Up BLOCKED	07 30 to 16 30. Loading material.
217 Cawburn Jn and Carmondean	Single BLOCKED	07 30 to 16 30. Loading material.
218 Carmondean Jn and Bathgate	Single BLOCKED	07 30 to 16 30. Slip treatment and loading material.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
219 Cawburn Jn and Carmondean	Single BLOCKED	00 00 to 06 00 daily. Track maintenance.
<u>AIRDRIE TO HELENSBURGH</u>		
<u>SATURDAY 15 NOVEMBER</u>		
220 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>
221 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
222 Bellgrove	All	00 00 to 18 00. Signalling work.
223 Westerton	Down and Up BLOCKED	00 15 to 05 30. Station work.
224 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45. Station work. <u>Isolation of electrical sections DH1 and 2.</u>
<u>SUNDAY 16 NOVEMBER</u>		
225 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 15 to 07 00. Track maintenance.
226 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 15 to 07 30. Loading material and stationwork (Charing Cross). <u>Isolation of electrical sections PF1 and 2, PS1 and 2 and PBA and 2.</u>
227 Knightswood South Jn and Westerton	Down and Up BLOCKED	00 15 to 07 30. Stationwork (Westerton). <u>Isolation of electrical sections DF3 and 4 and DM1 and 2.</u>
228 Dalmuir Park and Bowling LC	Down and Up BLOCKED	00 15 to 07 30. Stationwork (Old Kilpatrick). and bridgework (FB Bowling). <u>Isolation of electrical sections DF1 and 2.</u>
<u>SUNDAY 16 and MONDAY 17 NOVEMBER</u>		
229 Parkhead North Jn and High Street Jn	Down and Up BLOCKED	00 00 Sun to 05 00 Mon. Signalling work, track renewal and track maintenance. <u>Airdrie/Helensburgh/Airdrie services terminate/start Carntyne and Queen Street. Isolation of electrical sections PF1 (d), PF2 (a) and PS1 and 2.</u>
<u>MONDAY 17 to FRIDAY 21 NOVEMBER</u>		
230 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45 daily. Station work. <u>Isolation of electrical sections DH1 and 2.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>AIRDRIE TO HELENSBURGH - continued</u>		
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
231 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>
232 Sunnyside Jn and Shettleston	Down and Up	BLOCKED 00 15 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
233 Parkhead North Jn and High Street Jn	Down and Up	BLOCKED 00 30 to 05 15 daily. Track renewal and track maintenance <u>Possession to be given up for passage of T71. Isolation of electrical sections PF1(d), PF2(a) and PS1 and 2.</u>
234 Bridgeton Central Jn and Finnieston GF	Down and Up	BLOCKED 00 30 to 05 15 daily. Tunnel work (High Street). <u>Possession to be given up for the passage of T71 Isolation of electrical sections PF1(a,b and c) and PF2(b and c).</u>
235 Knightswood North Jn and Westerton	Down and Up	BLOCKED 00 15 to 05 30 daily. Station work (Westerton).
236 Craigendoran Jn	All	BLOCKED 00 20 to 06 00 daily. Track maintenance (switches and crossings).
<u>HIGH STREET JN TO SHIELDS JN</u>		
<u>SUNDAY 16 NOVEMBER</u>		
237 High Street Jn and Shields Jn	Down and Up	BLOCKED 09 00 to 16 00. Retaining wall work and signalling work.
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>		
<u>SUNDAY 16 NOVEMBER</u>		
238 Hyndland West Jn and Clydebank Central Jn	Down and Up	BLOCKED 00 15 to 07 30. Track renewal
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
239 Hyndland West Jn and Dalmuir Park	Down and Up	BLOCKED 00 15 to 05 30 daily. Overhead line construction work. <u>Isolation of electrical sections DF5 and 6.</u>
<u>COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN</u>		
<u>SUNDAY 16 NOVEMBER</u>		
240 Cowlairs North Jn and Knightswood North Jn	Down and Up	BLOCKED 08 30 to 16 30. Retaining wall work.
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>		
<u>SUNDAY 16 NOVEMBER</u>		
241 Craigendoran Jn and Garelochhead	Single	BLOCKED 08 00 to 16 00. Track renewal.
242 Arrochar & Tarbet and Ardlui	Single	BLOCKED 08 00 to 16 00. Bridgework (UB No.70).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CRAIGENDORAN JN TO FORT WILLIAM - continued</u>		
<u>SUNDAY 16 NOVEMBER - continued</u>		
243 Crianlarich	Down and Up Loops BLOCKED	08 00 to 16 00. Stationwork.
244 Tulloch and Spean Bridge	Single BLOCKED	08 00 to 16 30. Track renewal.
<u>CRIANLARICH TO OBAN</u>		
<u>SUNDAY 16 NOVEMBER</u>		
245	NOT USED.	
246 Crianlarich and Dalmally	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal.
<u>MALLAIG JN TO MALLAIG</u>		
<u>SATURDAY 15 to MONDAY 17 NOVEMBER</u>		
247 Banavie LC and Corpach LC	Single BLOCKED	23 00 Sat to 06 30 Mon. Bridgework (Canal Bridge) and track renewal.
<u>SUNDAY 16 NOVEMBER</u>		
248 Glenfinnan and Mallaig	Single BLOCKED	08 00 to 16 30. Track renewal.
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
249 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58ml140yd and 65ml720yd.
250 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128).
251 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork and track maintenance between 33ml10yd and 33mp.
252 Oxwellmains and Dunbar	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB Nos.89 and 91). Crane and mechanical equipment in use. <u>Begins 08 00 Sat 15 Nov.</u>
253 Longniddry and Prestonpans	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Earthwork and bridgework (OB No.40AA).
254 Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.
<u>SATURDAY 15 and SUNDAY 16 NOVEMBER</u>		
255 Berwick-upon- 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 54ml080yd and 30mp. <u>Trains diverted via WCML and Hexham.</u>









SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

HAYMARKET WEST JN TO ABERDEEN - continuedSUNDAY 16 to FRIDAY 21 NOVEMBER

295 Broughty Ferry LC and Carnoustie LC	Down and Up <u>Between Trains</u>	23 00 Sun to Thu to 06 00 Mon to Fri. Track maintenance between 3m990yd and 10m638yd.
---	--------------------------------------	--

MONDAY 4 NOVEMBER

296 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down <u>Between Trains</u> Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Overhead cablework between 0m462yd and 3m990yd.
---	--------------------------------------	--

298 Newtonhill and Ferryhill	Down and Up <u>Between Trains</u>	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 Jn	Down and Up <u>Between Trains</u>	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 NOVEMBER

300 Charlestown Jn	Down and Up BLOCKED	07 30 to 16 30. Track maintenance between 13m460yd and 19m260yd.
--------------------	---------------------	---

MONDAY 17 NOVEMBER

301 Charlestown Jn and Halbeath LC	Down BLOCKED 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 <u>Between Trains</u>	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 <u>Between trains</u>	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.
---------------------------------------	--------------------------------------	--

304 Colloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.
------------------------------------	-----	--



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO INVERNESS - continued</u>		
<u>MONDAY 17 to FRIDAY 21 NOVEMBER</u>		
318 Perth and Stanley Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 151m1120yd and 152m280yd.
319 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside, track renewal and track maintenance between 28m638yd and 35m132yd. Mechanical equipment in use.
320 Millburn Jn and Inverness Station	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.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
321 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 35m132yd and 58m1188yd.
<u>PERTH TO DUNDEE CENTRAL JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
322 Perth and Barnhill	Single <u>Between Trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
323 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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.
<u>SATURDAY 15 and SUNDAY 16 NOVEMBER</u>		
324 Barnhill and Errol LC	Down and Up <u>Between Trains</u>	22 30 Sat to 17 00 Sun. Bridgework (OB No.25) and track maintenance between 19m1518yd and 10m990yd.
<u>SUNDAY 16 NOVEMBER</u>		
325 Perth	All	07 30 to 17 00. Signalling work.
326 Inchtute LC	All	07 30 to 17 00. Signalling work.
327 Dundee Central Jn	All	07 30 to 18 00. Signalling work.
<u>ABERDEEN TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
328 Huntly and Keith	Single <u>Between Trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
329 Forres and Nairn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
330 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>ABERDEEN TO INVERNESS - continued</u>		
<u>SATURDAY 15 and SUNDAY 16 NOVEMBER</u>		
331 Nairn and Millburn Jn	Single BLOCKED	22 00 Sat to 18 00 Sun. Track renewal and track maintenance between 140m550yd and 140m1290yd. <u>Possession to be given up for the passage of 1H37 20 50 Aberdeen to Inverness, 1H55 13 10 Aberdeen to Inverness, 1E17 10 05 Inverness to Kings Cross and 1A86 15 35 Inverness to Aberdeen.</u>
332 Millburn Jn and Inverness	Forres Line, Platforms Nos.1 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.
<u>SATURDAY 15 to FRIDAY 21 NOVEMBER</u>		
333 Dyce Jn and Inverurie	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 6m242yd and 16m1738yd. Crane and mechanical equipment in use.
334 Inverurie and Inch LC	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in use.
<u>SUNDAY 16 NOVEMBER</u>		
335 Aberdeen and Dyce Jn	All	07 30 to 17 00. Signalling work.
336 Keith Jn and Elgin	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 30m924yd and 11m1628yd.
<u>MONDAY 17 to FRIDAY 21 NOVEMBER</u>		
337 Nairn and Millburn Jn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.
338 Millburn Jn and Inverness	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.
<u>INVERNESS TO WICK</u>		
<u>UNTIL FURTHER NOTICE</u>		
339 Inverness and Lentrane	All	07 30 to 17 00 daily. Signalling work.
340 Dingwall and Invergordon	Single <u>Between Trains</u>	00 00 to 24 00 daily. Bridgework (OB No.69/1). Crane and mechanical equipment in use.
341 Invergordon Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
342 Fearn Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
343 Tain Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
344 Dunrobin Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK - continued</u>		
<u>SATURDAY 15 and SUNDAY 16 NOVEMBER</u>		
345 Invergordon and Tain	Single <u>Between Trains</u>	21 30 Sat to 17 00 Sun. Work at lineside, loading material and track maintenance between 31m638yd and 44m506yd. Crane and mechanical equipment in use.
<u>SATURDAY 15 to FRIDAY 21 NOVEMBER</u>		
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.
<u>SUNDAY 16 NOVEMBER</u>		
348 Dingwall Station	Down and Up <u>Between Trains</u>	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. <u>Possession to be given up for the passage of 1H91, 08 05 Inverness to Lairg, 2H90, 11 10 Lairg to Inverness.</u> Mechanical equipment in use.
350 NOT USED		
351 Tain and Ardgay	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 44m506yd and 57m1540yd. Mechanical equipment in use.
352 Ardgay and Lairg	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 57m1540yd and 66m1716yd. Mechanical equipment in use.
353 Lairg and Rogart	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 66m1716yd and 77m220yd. Mechanical equipment in use.
354 Rogart and Brora	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 77m220yd and 90m105yd. Mechanical equipment in use.
355 Brora and Helmsdale	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 90m105yd and 101m880yd. Mechanical equipment in use.
356 Georgemas Jn and Wick	Single <u>Between Trains</u>	07 30 to 17 00. Work at lineside and track renewal between 155m300yd and 155m820yd. Mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK - continued</u>		
<u>MONDAY 17 to FRIDAY 21 NOVEMBER</u>		
357 Rose Street and Clachnaharry	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal between 117m1560yd and 1m1100yd.
358 Dingwall and Invergordon	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 24m1660yd and 25m330yd.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
359 Tain and Ardgay	Single <u>Between Trains</u>	21 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 44m506yd and 57m1540yd.
<u>DINGWALL TO KYLE OF LOCHALSH</u>		
<u>UNTIL FURTHER NOTICE</u>		
360 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
361 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.
<u>SATURDAY 15 to MONDAY 17 NOVEMBER</u>		
362 Achnasheen and Strathcarron	Single BLOCKED	20 00 Sat to 07 30 Mon. Bridgework (UB No.81). Track renewal between 27m1584yd and 45m1672yd. Crane and mechanical equipment in use.
<u>SUNDAY 16 NOVEMBER</u>		
363 Strathcarron and Kyle of Lochalsh	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 48m160yd and 48m1550yd.
<u>SUNDAY 16 to TUESDAY 18 NOVEMBER</u>		
364 Garve and Achnasheen	Single <u>Between Trains</u>	22 00 Sun and Mon to 07 00 Mon and Tue. Track maintenance between 11m1430yd and 27m1584yd.
<u>MONDAY 17 to FRIDAY 21 NOVEMBER</u>		
365 Strathcarron and Kyle of Lochalsh	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 48m160yd and 48m1550yd.
<u>TUESDAY 18 to FRIDAY 21 NOVEMBER</u>		
366 Dingwall and Garve	Single <u>Between Trains</u>	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 0m418yd 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. (37)

WEDNESDAY 19 NOVEMBER - BETWEEN BRIDGE ST JN AND AYR - The maximum permissible speed on the Up and Down lines will be altered as follows :-

<u>BETWEEN BRIDGE ST JN AND 10m630yd</u>	-	<u>75</u>	
<u>AT JOHNSTONE</u>			
<u>BETWEEN 7MP AT PAISLEY AND 10m630yd</u>	-	<u>80</u>	<u>FOR EMUs ONLY</u>
<u>AT JOHNSTONE</u>			
<u>BETWEEN ELDERSLIE AND KILWINNING</u>	-	<u>40</u>	<u>ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION</u>
<u>BETWEEN 10m630yd AT JOHNSTONE</u>	-	<u>90</u>	
<u>AND 39m20yd AT FALKLAND</u>			
<u>BETWEEN KILWINNING AND BOGSIDE</u>	-	<u>40</u>	<u>UP LINE IN THE DOWN DIRECTION</u>

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 traffic but is retained for pedestrian usage. (35)

\* 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)

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  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.

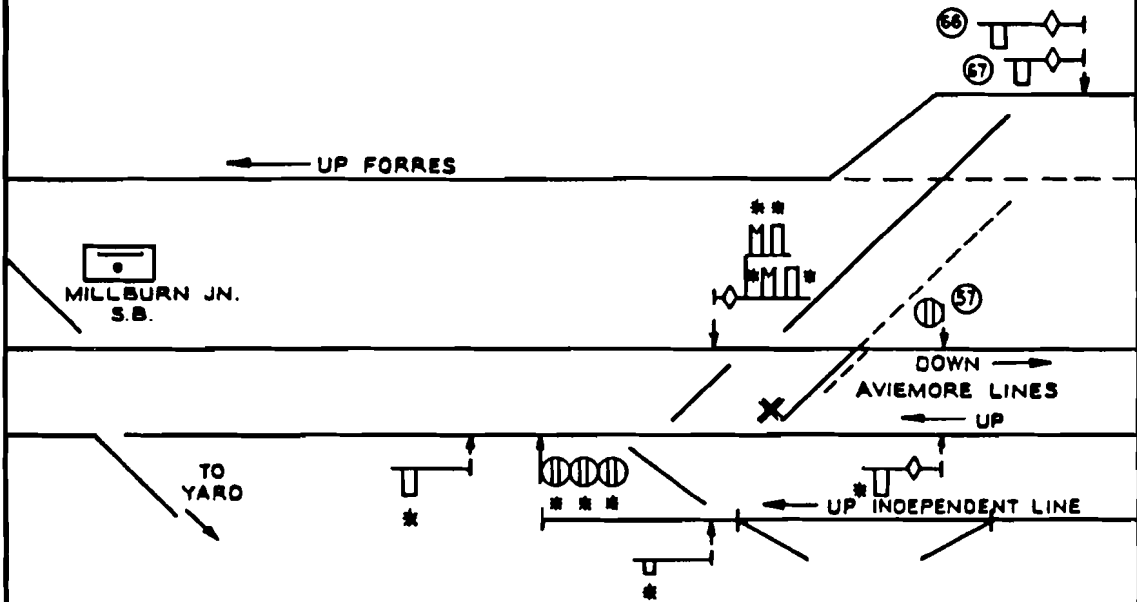
The existing connection Up and Down Forres single line to Yard Sidings has been renewed 32 yards nearer the box, secured normal, hand operated when required.

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)

INVERNESS RESIGNALLING  
(STAGE 6A)






EXPLANATION OF SYMBOLS.

SEMAPHORE SIGNALS

 — DISTANT

STOP

 — FULL ARM  
 — SMALL ARM  
 — DIAMOND SIGN

 — GROUND DISC.

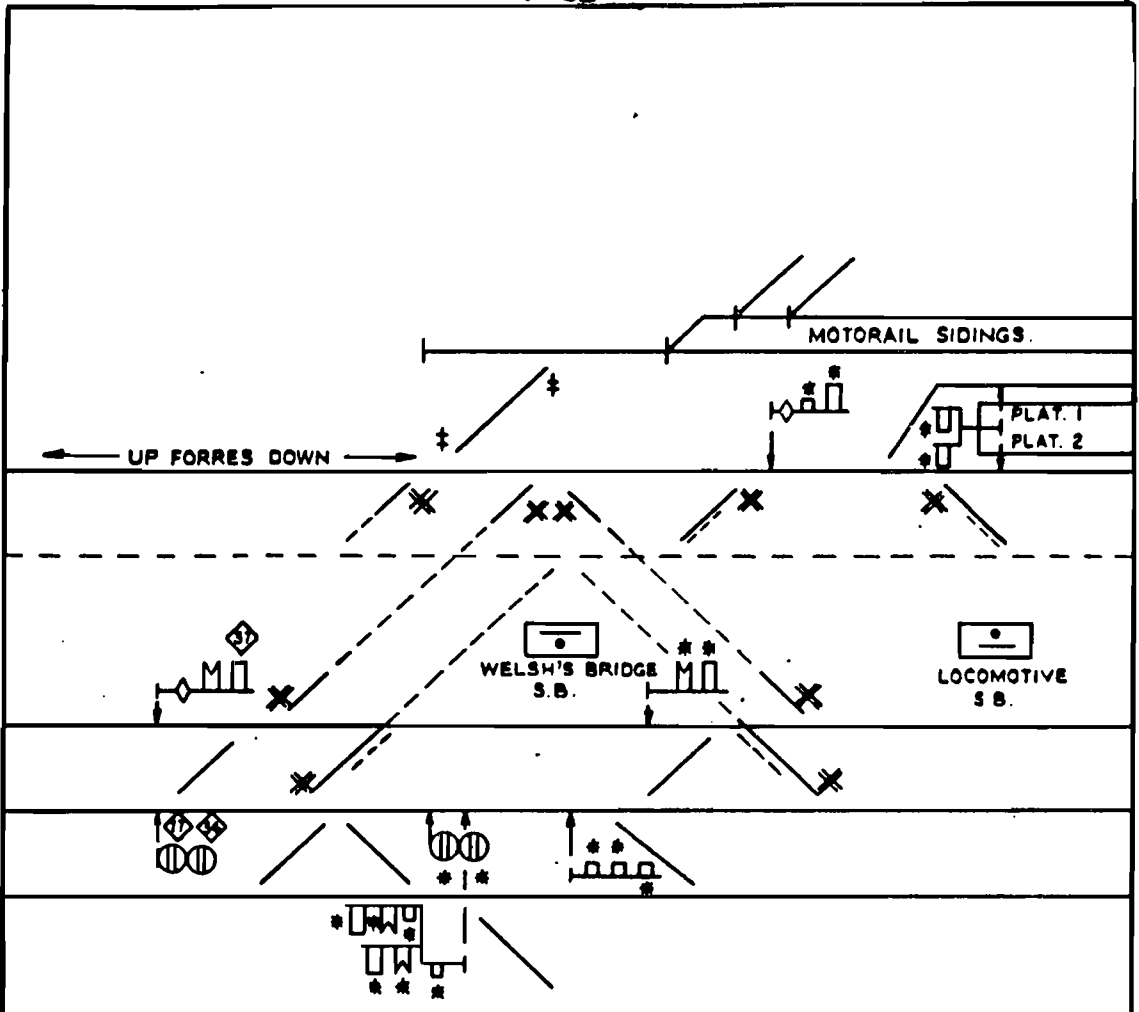
MISCELLANEOUS

\* — EXISTING SIGNAL

⑤7 — SIGNAL OPERATED FROM MILLBURN


◇77 — SIGNAL OPERATED FROM WELSH'S BRIDGE

----- TRACK OUT OF USE

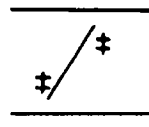


POINTS.

 WORKED FROM SIGNAL BOX.

 POINTS SECURED OUT OF USE.

 HAND OPERATED

 POINTS SECURED NORMAL BUT CAN BE HAND OPERATED, WHEN REQUIRED, BY SPECIAL INSTRUCTION.

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

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 electric 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 - 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 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 I  
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

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 14					
<u>CARLISLE TO GLASGOW CENTRAL</u>					
Between Carlisle South Jn (CE) and Caldew Jn (incl) Amend to read:-					
	Carlisle South Jn (CE)	68 1610			
	<u>Carlisle</u>	69 200			
	Carlisle North Jn	0 420	20		All lines and connections <u>0½mp and 68m1340yd.</u>
			60	60	<u>0½mp and 0m1280yd</u>
	Caldew Jn ( 2 220 Goods line)	0 1170	30		<u>Main to Goods line</u>
Pages 19 and 20					
Between Cleghorn LC (AHB) and Garriongill (incl) Amend to read:-					
	Cleghorn LC (AHB)	76 530	90	90	77m260yd and 78m620yd
			95		78m620yd and 79m290yd
			100		79m290yd and 81½mp
			90		81½mp and 84mp
			95	95	81m510yd and 78m620yd
	<u>Carluke</u>	81 1650	80		84mp and 84m570yd
			90		84mp and 81m510yd
					CW Up 84m70yd
Amended (6/9/86)					

MON-D3



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<u>Pages 19 and 20 - Amend - continued</u>						
↓	Law Jn (see page 31)	84 150	15	40	Over DPL Entering over and leaving UPL Through jn to Holytown line	UPL 2290f (695m)      DPL 1915f (580m)
	↓	Garriongill Jn (see page 27)	84 1300	50	80	
70				70	84m570yd and 84m970yd	
			60	60	84m970yd and 84m1430yd	(27/9/86)
<u>Page 28</u>						
	CARSTAIRS SOUTH JN TO HAYMARKET EAST JN					
	<u>Delete</u> : Camps LC and relevant information.					(23/8/86)
<u>Page 29</u>						
	MIDCALDER JN TO HOLYTOWN JN					
	Between Addiewell and Fauldhouse North					
	<u>Amend</u> :-		50	60	13½mp and 11½mp.	(23/8/86)
	<u>to read</u> :-		60	60	13½mp and 11m1220yd	
<u>Page 30</u>						
	Between Benhar Jn and Carfin					
	<u>Delete</u> :		60	50	9mp and 7½mp.	(18/8/86)
			60	50	Over curves 2½mp and 1½mp.	
<u>Page 31</u>						
	LAW JN TO UDDINGSTON JN					
	Between Law Jn and Wishaw Central					
	<u>Delete</u> :		70	70	Through jn to 84½ (for multiple unit trains)	
	<u>Amend</u> :		50	50	Through jn to 84½ (for other than multiple unit trains)	
	<u>to read</u> :		50	50	Through jn to 84½mp	(27/9/86)

MON-DA

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Page 35</u>					
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>					
<u>Between Rutherglen and Rutherglen North Jn</u>					
<u>Add:-</u>	Rutherglen Footpath LC (RG)	0 510			Amended (1/11/86)
<u>Page 37</u>					
<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u>					
<u>Add:-</u>	Rutherglen Footpath LC (RG)	0 470			Amended (1/11/86)
<u>Page 40</u>					
<u>GREтна JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>					
<u>Between Dumfries South (DS) and Holywood LC</u>					
<u>Amend to read:-</u>					
	Dumfries South (DS)	92 1010		60 45	92m700yd and 93m1120yd. Over curve, 92m700yd and 92mp
	Dumfries Stn. (D) (See page 44)	91 1300	30	30	Through stn. on main lines 92mp to 91½mp
	Hollywood LC	88 680			
<u>GREтна JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>					
<u>Page 41</u>					
<u>Between Mauchline and Hurlford</u>					
<u>Amend:-</u>				65 40 65	35m1630yd and 36½mp 36½mp and 36m1080yd 36m1080yd and 37m1540yd.
<u>to read:-</u>				65 40 65	35m1630yd and 36½mp 36½mp and 36m1080yd 36m1080yd and 37m1540yd
(21/9/86)					

MON-DS

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
<u>Page 46</u>						
	<u>KILMARNOCK TO BARASSIE</u>					
	<u>Amend:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 2½mp</u>
	<u>to read:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 3m550yd.</u>
	<u>Delete:-</u>			<u>40</u>	<u>40</u>	<u>2½mp and 3mp</u>
				<u>50</u>	<u>50</u>	<u>3mp and 3m550yd.</u>
<u>Page 50</u>						
	<u>BRIDGE STREET JN TO STRANRAER</u>					
	<u>Amend first five MAXIMUM PERMISSIBLE SPEED entries to read:-</u>					
	<u>BETWEEN BRIDGE ST JN AND 10M630YD AT JOHNSTONE</u>			<u>75</u>	<u>75</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>
	<u>BETWEEN 7MP AT PAISLEY AND 10M630YD AT JOHNSTONE</u>			<u>80</u>	<u>80</u>	<u>MAXIMUM PERMISSIBLE SPEED FOR EMU'S ONLY</u>
	<u>BETWEEN ELDERSLIE AND KILWINNING</u>			<u>40</u>	<u>40</u>	<u>MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION.</u>
	<u>BETWEEN 10M630YD AT JOHNSTONE AND 39M20YD AT FALKLAND</u>			<u>90</u>	<u>90</u>	<u>MAXIMUM PERMISSIBLE SPEED</u>
	<u>BETWEEN KILWINNING AND BOGSIDE</u>			<u>40</u>		<u>MAXIMUM PERMISSIBLE SPEED OVER UP LINE IN DOWN DIRECTION</u>
						<u>Amended (25/10/86)</u>
						<u>Amended (19/11/86)</u>

WON-D6

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down Up mph	At or between		
Pages 51 - 54							
Amend Arkleston Jn (incl) to Dalrymple Jn to read:							
	Arkleston Jn	5	920	30	Entering, over and leaving Down goods loop	DGL 3300f (1005m)	
				40	40	Entering, over and leaving Up goods loop	UGL 2710f (825m) (bi-directional)
				45	45	6mp and 7mp	
	Paisley (P)	6	660	35	35	Between Ayr lines and Gourock lines	
	Paisley Gilmour St (see page 57)	6	1010				
		6	1170				
		6	1610				
		8	1080	40	40	Through facing crossover Entering over, and leaving Up passenger loop	UPL 1285f (390m) (bi-directional)
	Elderslie	9	70				
	Johnstone	9	970	40	40	Through Main line crossover	
	10	200					
	15	530	40	40	Through Lochwinnoch crossovers		
Lochwinnoch	15	1250					
OHNS	15	1550					

MON-D7

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Yd	Down	Up		At or between
Pages 51 - 54 - Amend - continued				mph			
	<u>Glengarnock</u>	19	1390	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u>	UGL 865f (260m) (bi-directional)
		20	1390	<u>40</u>	<u>40</u>	<u>Through Main line facing crossover.</u>	
				<u>40</u>	<u>40</u>	<u>Entering over and leaving Down Passenger Loop.</u>	(bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21	150				
	Brownhill	21	620				
	Swinlees (Roche)	21	840	<u>40</u>	<u>40</u>	<u>Entering over and leaving Up Passenger Loop.</u>	UPL2290f (695m) (bi-directional)
		21	1630	<u>40</u>	<u>40</u>	<u>Through Main line trailing crossover.</u>	
	<u>Dalry</u>	22	920				
	Kilwinning Jn (See page 61)	25	1560	<u>40</u>		<u>Through jn to Ardrossan.</u>	UGL 1365f (415m) DRS 1054f (320m).
					<u>25</u>	<u>Entering over and leaving Up Goods Loop.</u>	
	<u>Kilwinning</u>	26	0	<u>40</u>		<u>Through trailing crossover.</u>	
	Byrehill Jn (See page 63)	26	1540		<u>25</u>	<u>Through jn to Dubbs Jn.</u>	
	Bogside (see page 64)	27	1560		<u>10</u>	<u>To Snodgrass branch.</u>	
				<u>40</u>		<u>Through Main line trailing crossover.</u>	

NON-DS

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Pages 51 - 54 - Amend	- continued					
	<u>Irvine</u>	29	620			
	Gailes LC (AHB-X)	31	370	<u>X40</u>	<u>X40</u>	<u>Approaching level crossing in wrong direction.</u>
				<u>40</u>	<u>40</u>	<u>Over Main line trailing crossover.</u>
				<u>60</u>	<u>75</u>	<u>32m1610yd and 0m370yd.</u>
	<u>Barassie</u>	33	0			
		33	180			
		0	0	<u>30</u>	<u>30</u>	<u>Over connection, DPL to Kilmarnock single line</u>
	Barassie Jn (See Page 47)	0	20	<u>40</u>	<u>40</u>	<u>Entering, over and leaving DPL Through Main line facing crossover.</u>
						DPL 1180f (355m)
	Up main signal PB286	0	1630		<u>40</u>	<u>Entering, over and leaving UGL</u>
				<u>75</u>	<u>75</u>	<u>0m370yd and 0m950yd</u>
				<u>60</u>	<u>60</u>	<u>Over curves, 0m950yd and 1m570yd</u>
				<u>75</u>	<u>75</u>	<u>1m570yd and 35m200yd (total distance 1610yd)</u>
	<u>Troon</u>	1	350			
		2	330			
		35	110			
	Monkton Siding GF (S)	36	620			
	<u>Prestwick</u>	37	750			
	Falkland	38	1610	<u>50</u>	<u>50</u>	<u>39m20yd and 40m290yd</u>
						DGL 760f (230m)

NON-D9

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down	Up		At or between
Pages 51-54 - Amend - continued							
	<u>Newton-on-Ayr</u>	39	730				
	Newton Jn (See page 64)	39	880	<u>10</u>		<u>Through jn to Ayr Harbour Jn.</u>	
	OHNS	39	900	<u>20</u>		<u>Through jn to Killoch branch</u>	
	Down Ayr Signal PA340	39	970	<u>40</u>	<u>40</u>	<u>40m290yd and 40m680yd</u>	
				<u>40</u>	<u>25</u>	<u>40m680yd and 40m920yd</u>	
	<u>Ayr</u>	40	1080	<u>50</u>	<u>50</u>	<u>40m920yd and 40m1740yd</u>	
		40.1360		<u>30</u>	<u>30</u>	<u>Through crossover.</u>	
	Belmont LC (CCTV)	41	990	<u>45</u>		<u>Through crossover.</u>	
	Dalrymple Jn (See page 65)	43	1170	<u>20</u>		<u>Through jn to Benbane branch</u>	
<u>Page 55</u>							
	<u>Between Girvan and Pinwherry</u>			<u>20</u>	<u>20</u>	<u>Bridge No.9, 1m680yd and 1m730yd.</u>	
	<u>Amend:-</u>			<u>45</u>	<u>45</u>	<u>Bridge No.9, 1m680yd and 1m730yd.</u>	
	to read:-						(1/9/86)

Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes.  
Controlled from Paisley S.C.  
Amended (8/11/86)

NON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<p>Pages 61 and 62</p> <p>Amend:- <u>KILWINNING JN TO LARGS</u> table to read:-</p>					
	Kilwinning Jn (See Page 53)	25 1540	60	60	MAXIMUM PERMISSIBLE SPEED
			40		<u>Through jn.</u>
			25		<u>Entering over and leaving Up Goods Loop.</u>
			40	40	<u>25m1560yd and 26m150yd</u>
	Kilwinning	26 0	40		<u>Through facing crossover.</u>
	Dubbs Jn (See Page 63)	26 1500	25		<u>Through Jn to Byrehill Jn.</u>
			40	40	<u>Through trailing crossover.</u>
			40		<u>Entering Down Goods loop.</u>
	Stevenston (See Page 62)	28 550			
	Stevenston LC	28 680			
Saltcoats	29 1210				
	30 160	50	50	<u>29m730yd and 29m1690yd</u>	
		50		<u>Through connection to Up Largs.</u>	
	Ardrossan Sth Beach (See Page 63)	30 840	25		<u>Through jn to Ardrossan Harbour.</u>
		30 1060	50	50	<u>30m1060yd and 31mp.</u>
	West Kilbride	35 220			
	Hunterston (See Page 63)	36 1140	25		<u>Over connection Single line to Up Freight.</u>
	Fairlie High Sdg GF (S)	38 1650			

The lines between Kilwinning Jn and Largs are controlled from Paisley SC.

DGL 1515f (460m)

110-NOM



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 61 and 62 - Amend - continued</u>					
↓	<u>Fairlie High</u>	39 20			
	<u>Fairlie Tunnel</u> (990 yards)	39 260 to 39 1250			
	<u>Admiralty Sdg GF (S)</u>	39 1300	<u>50</u> <u>40</u>	<u>50</u> <u>40</u>	<u>40m660yd and 40m1540yd</u> <u>41m660yd and Largs Stn.</u>
	<u>Largs</u>	42 150			
<u>Page 62</u>					
Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
↓ A ↓	<u>Misk</u>	0 1250	<u>5</u>	<u>5</u>	MAXIMUM PERMISSIBLE SPEED
	<u>Stevenston</u> (See Page 61)	0 0			
<u>Page 63</u>					
<u>Delete - HOLM JN TO ARDROSSAN HARBOUR table.</u>					
<u>Add:-</u>					
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
See General Instructions Page 21 ↓ 0 ↓ T	<u>Ardrossan Sth Beach</u> (See Page 61)	30 840	<u>25</u>	<u>25</u>	MAXIMUM PERMISSIBLE SPEED
		30 1030			
	<u>Princes St LC (CCTV)</u>	31 150			
	<u>Ardrossan Hbr LC</u>	31 620			
	<u>Ardrossan Hbr</u>	31 840			
(Amended 9/11/86)					
Controlled from Paisley SC.					
(14/9/86)					
Controlled from Paisley SC.					
No Train Staff.					
Controlled from Ardrossan Hbr LC					
(14/9/86)					

MON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Page 63 - continued</u>					
<u>BYREHILL JN TO DUBBS JN</u>					
Add:-					
	OHNS	0 925			(8/11/86)
<u>Page 69</u>					
<u>MOTHERWELL TO PERTH</u>					
Delete:- St Ninians LC					
		117 460			(30/10/86)
<u>Page 78</u>					
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
Bo'ness					
Add:- DPL 970f (295m) to remarks column.					
					(6/9/86)
<u>Page 79</u>					
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
Amend : Cadder (East end) to Cadder (West end) to read:-					
	Cadder (East end) (CR)	5 880	15	<u>Entering Down slow line.</u>	All lines between Cadder (West end) (incl.) and <u>Queen St</u> are controlled from Cowlairs. (23/8/86)
				30	
	Cadder (West end)	4 1010	30	<u>Entering, over and leaving Up slow line</u>	

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down Up	mph	
Page 81	<u>POLMONT JN TO LARBERT JN</u>					
	<u>Amend:-</u>			50	50	MAXIMUM PERMISSIBLE SPEED
	<u>to read:-</u>			60	60	MAXIMUM PERMISSIBLE SPEED
	BETWEEN POLMONT JN AND 24M1120YD					
	BETWEEN 24M1120YD AND LARBERT JN			50	50	MAXIMUM PERMISSIBLE SPEED
	<u>Add:-</u>			50	50	21m440yd and 21mp.
	<u>Delete:-</u>			40	40	Over curves 22mp and 23m220yd.
	<u>Add:-</u>			55	55	Over curves 22m530yd and 22m1210yd.
				50	50	23m1340yd and 23m1600yd.
						(23/8/86)
Page 85	<u>AIRDRIE TO HELENSBURGH</u>					
	<u>Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to read:-</u>					
	BETWEEN KNIGHTSWOOD NORTH JN AND 22m1140yd			60	60	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 22m1140yd AND HELENSBURGH			40	40	MAXIMUM PERMISSIBLE SPEED
						(5/10/86)
Page 93	<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>					
	Clydebank Dock Jn					(14/6/86)
	<u>Add:-</u>			30		Through east end main line trailing crossover.
				30		Through west end main line facing crossover.
						(14/9/86)
Page 94	<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>					
	<u>To read:-</u>					
	<u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>					
	Clydebank Central Jn (See page 93)	0	0	5	5	MAXIMUM PERMISSIBLE SPEED
		0	90			
		109	110			
	Old Kilpatrick	111	570			
						Controlled from Clydebank Dock Jn
						Only one train may be allowed on the line at a time (30/8/86)

MON-014

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down mph	Up At or between	
Page 95	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>					
	<u>Delete:-</u>			<u>25</u>	<u>35</u> <u>0m110yd and 0<math>\frac{1}{2}</math>mp</u>	(5/10/86)
Page 101	<u>MALLAIG JN TO MALLAIG</u>					
	Morar LC (AOCL)	36	1230			
	<u>Delete:-</u> note in remarks column					(21/9/86)
Page 102	<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u> <u>Between Tweedmouth and Berwick-upon-Tweed</u>					
	Tweedmouth (T)					
	<u>Add:-</u> mileage	65	1720			(13/9/86)
	<u>Berwick-upon-Tweed</u>					
	<u>Add:-</u> mileage	67	00			

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up	
<u>Page 112</u>						
<u>Amend:- LOCHEND JN TO BONNINGTON SOUTH (GOODS LINE) table</u>						
to read:-						
<u>LOCHEND JN TO LEITH WALK (GOODS LINE)</u>						
BETWEEN LOCHEND JN AND EASTER ROAD JN				<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED
BETWEEN EASTER ROAD JN AND LEITH WALK				<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED
T   A     O T   	Lochend Jn (See Page 111)	0	0	<u>25</u>		<u>Through jn to Abbeyhill line</u>
	Easter Road Jn (See below)	0	880	<u>10</u>	<u>10</u>	<u>Over connections to and from Leith Walk.</u>
	Leith Walk	1	1320			
<u>Page 126</u>						
<u>ELBOWEND JN TO CROMBIE RNAD (GOODS LINE)</u>						
<u>Amend:- 2nd note in Remarks column</u>						
to read:-						
<u>Page 127</u>						
<u>GLENCRAIG GF TO BOWHILL (GOODS LINE)</u>						
<u>Amend:- 2nd note in Remarks column</u>						
to read:-						
<u>Page 129</u>						
<u>PERTH TO INVERNESS</u>						
<u>Amend note in Remarks column</u>						
to read:-						
						The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Pages 134 and 135</u>					
<u>Amend Between Culloden Moor and Inverness to read:</u>					
	Culloden Moor	111 660	40	40	<u>Up line to single line</u>
	<u>/T/</u>	114 880	55	55	<u>Over curves, 116m1120yd and 117m310yd</u>
	Millburn Jn (see page 141)	117 440	40	40	<u>117m310yd and 117m380yd</u>
	Welsh's Bridge (see pages 141 and 143)	117 1230	15	15	<u>117m380yd and 118m70yd</u>
	Locomotive	117 1470			
	<u>Inverness</u>	118 70			
<u>Page 140</u>					
<u>ABERDEEN TO INVERNESS</u>					
<u>Amend:-</u>	Kinloss LC (AHB)	3 220			
<u>to read:-</u>	Kinloss LC (AHB)	2 1650			
<u>Amend:-</u>	Forres LC	0 330			
<u>to read:-</u>	Forres LC	0 352			(2/8/86)
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>					
<u>Amend</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	
<u>to read:-</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	(9/8/86)

WOR-D17

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down mph	Up		At or between
<u>Page 141</u>							
<u>Amend between Allanfearn LC (AOCL) and Inverness to read:</u>							
	Allanfearn LC (AOCL)	140	1210	25 40	35 55	<u>Approaching LC</u>	
	Raigmore LC	143	200	15	15	<u>143m170yd and 143m440yd</u>	
	Millburn Jn (see page 134)	143	440	10	10	<u>Over single connecting line between Forres and Aviemore lines</u>	
	Welsh's Bridge (see pages 135 and 143)	117	1230	15	15	<u>117½mp and 118m70yd</u>	
	Locomotive	117	1470				
	<u>Inverness</u>	118	70				
<u>Page 143</u>							
<u>INVERNESS TO WICK</u>							
<u>Between Welsh's Bridge and Clachnaharry</u>							
<u>Amend</u>							
to read:							
				20	20	<u>117m1230yd and 0m900yd (total distance 1010yd)</u>	
			15	15	<u>117m1230yd and 0m500yd (total distance 610yd)</u>		
			20	20	<u>0m500yd and 0m900yd</u>	(28/9/86)	

81C-NOM

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		At or between	Remarks
			Down	Up		
			mph	mph		
<u>Page 144</u>						
	<u>Delny LC (AOCL)</u>		30	30	<u>Approaching L.C.</u>	
	<u>Amend:-</u>		55	55		
	<u>to read:-</u>		30	30	<u>Approaching L.C.</u>	(30/8/86)
			55	55		
<u>Page 145</u>						
	<u>Between Brora L.C. (AOCL) and Brora</u>					
	<u>Amend:-</u>	Brora LC (AOCL)	90 680	10	10	
		Brora	90 1060	15	15	
	<u>to read:-</u>	Brora LC (AOCL)	90 680	10	10	
		Brora	90 1060	15	15	(30/8/86)
<u>Page 157</u>						
	<u>HAYMARKET WEST JN TO ABERDEEN</u>					
	<u>Amend:-</u>	Portlethan				
	<u>to read:-</u>	Portlethan				(30/8/86)
<u>Page 159</u>						
	<u>PERTH TO INVERNESS</u>					
	<u>Amend note in Remarks column</u>					
	<u>to read:-</u>					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Page 166						
Amend between Culloden Moor and Inverness to read:						
	Culloden Moor	111	660	40		Up line to single line
	<u>/T/</u>	114	880	65	65	Over curves, 116m1120yd and 117m310yd
				40	40	117m310yd and 117m380yd
				15	15	117m380yd and 118m70yd
	Millburn Jn (see page 141)	117	440			
	Welsh's Bridge (see pages 141 and 143)	117	1230			
Locomotive	117	1470				
<u>Inverness</u>	118	70				

(28/9/86)

NON-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - continued

## SECTION 2

## TABLE B - SPECIAL WORKING ARRANGEMENTS

<u>Between</u>	<u>Lines</u>	<u>Authorities</u>	<u>Restrictions</u>
----------------	--------------	--------------------	---------------------

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 6Perth 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 7Inverness 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 C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPPage 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

<u>Signal Box</u>	<u>Signal</u>	<u>Remarks</u>
-------------------	---------------	----------------

Page 9Perth 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)

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	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
Add:-				
<u>Kilwinning Jn to Largs</u>				
Stevenston	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 Notice No.16 Amended (27/9/86)

Page 12

Add:-				
<u>Haymarket West Jn to Aberdeen</u>				
Dundee Central Jn	Camperdown Jn	F	-	-
(This amends the item published in WON No.30)				Amended (25/10/86)

Add :-				
<u>Perth to Inverness</u>				
Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	-
Add :-				
<u>Aberdeen to Inverness</u>				
Millburn Jn	Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-
<u>Inverness to Wick</u>				
Add :-				
Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-
				(28/9/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEX

## Add:-

Class 318 Electric Multiple Units-Emergency Couplings

Page  
56

(1/9/86)

Page (ii)

## Add:-

Instructions for Working of Trains under the Strathclyde Manning Arrangement.

84

(8/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedLINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEMPage 52. General Appendix2.1 Single lines worked by the Track Circuit Block System - Instructions to Trainmen.Clause 6Delete:- Usan - Montrose SouthAdd:-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>Signal Box</u>	<u>Area/Location</u>	<u>Line</u>	<u>Remarks</u>
-------------------	----------------------	-------------	----------------

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 CONCERNEDPage 11 - 8. Shunting keysAdd:-

<u>Usan</u>	Montrose South	(23/8/86)
-------------	----------------	-----------

Millburn Jn	Locomotive box	(28/9/86)
-------------	----------------	-----------

Delete:-

<u>Hunterston</u>	Largs	(8/11/86)
-------------------	-------	-----------

Page 12SECTION OF LINE

<u>Add:- Usan to Montrose South</u>	(23/8/86)
-------------------------------------	-----------

SINGLE LINES WORKED BY THE ELECTRONIC TOKEN BLOCK SYSTEM - INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNEDPage 131.2 Types of Electronic TokenAmend 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 - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 153. Transference of TokensAmend 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 Signaller 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 exempt 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 signaller 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 185 Admission of a Train to an Obstructed Section5.1 Train failed on single lineAmend:- 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 Signaller. When authorising the Driver of the assisting train to pass the last stop board before reaching the disabled train, the Signaller will remind the Driver in accordance with clause 5.1.3.

(9/11/86)

Page 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFFAdd:- 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 53Removal of Obstructions from Overhead Line by Area Manager's  
Staff using Insulated Poles.Amend:- date of Standing Order No.RMEE/EDO/22to read:- May 1986

(6/9/86)

Page 53 - Isolation ProcedureAmend 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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 55 - Operation of Thyristor Controlled Traction UnitsAmend instruction to read:-

The undernoted Thyristor controlled electric locomotive must not be allowed to run between Shields Jn (exclusive) and Gourrock/Wemyss Bay:-

Class 87/1 No.87.101

(30/8/86)

Page 56Amend heading "Route Availability of Class 303/311 and 314 multiple unit trains to read:- Route Availability of Electric Multiple Units.

(6/9/86)

Page 56Add:-

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

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Maximum Unfitted load (tonnes)</u>
-------------	-----------	-------------	---------------------------------------

Engineer's trains1. Assisting in rearPage 81:-Add:-Airdrie to Helensburgh

Parkhead North Jn	Sunnyside Jn	Up	115
-------------------	--------------	----	-----

(16/11/86)

Page 83CONTINUOUS BRAKE TRAIN OPERATION

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Applicable to trains with unfitted portion exceeding (tonnes)</u>
-------------	-----------	-------------	--

Airdrie to HelensburghDelete:-

Parkhead North Jn	Sunnyside Jn	Up	115
-------------------	--------------	----	-----

(16/11/86)

Haymarket West Jn      Aberdeen

Delete:-

Dundee Central Jn	Camperdown Jn	Down and Up	60
-------------------	---------------	-------------	----

(This amends the item published in WON 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.
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) :-

<u>Signal No.</u>	<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.
6. Drivers must ensure that radio channel changes take place at the marked locations.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDEMANNING 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

<u>Platform No</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>				
1	G2	G38	<u>Ayr</u> 1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
12	-	G63	1	P139
13	-	G67	2	P138

\* First signal quoted is nearest buffer stop.

(28/9/86)

Page 101STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

SECTION 4LOCAL INSTRUCTIONSINDEX

<u>Page (iv)</u>	<u>Add :-</u>	<u>Page</u>	
	Larga entry	35	(27/9/86)
<u>Page (v)</u>	<u>Add :-</u> Millerhill Electrification Depot	72	(27/9/86)

Page 23DUMFRIES

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)



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 signaller 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 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:-

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.
2. 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 - continuedMISCELLANEOUS INSTRUCTIONSROLLER 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 unless 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 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)

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)

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:-

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
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)

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)

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 person 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 give 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 - continuedMISCELLANEOUS INSTRUCTIONS - continuedWORKING 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 is 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)

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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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 ATEMPORARY 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.

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>							
1	Kirtlebridge GF and Cove LC	-	Up	14 440	13 930	$\frac{20}{40}$	Trackwork. (86/35) <u>Begins 01 30 Sun 23 Nov.</u>
2	Cove LC and Kirtlebridge GF	Down	-	15 800	15 1400	20	Trackwork. (86/35) <u>Begins 01 30 Sun 23 Nov.</u>
3	Abington	Down	-	58 820	58 940	$\frac{20}{40}$	Trackwork. (86/33) <u>Finishes 01 30 Sun 23 Nov.</u>
4	Symington GF and Abington	-	Up	58 1240	58 820	$\frac{20}{40}$	Trackwork. (86/33) <u>Finishes 01 30 Sun 23 Nov.</u>
5	Abington and Symington GF	Down	Up	58 820	58 1240	$\frac{20}{40}$	Trackwork. (86/35) <u>Begins 01 30 Sun 23 Nov.</u>
6	Law Jn	-	Up	84 486	84 376	20	Condition of track. (86/33)
7	Uddingston Jn	Down	-	93 000	93 1087	$\frac{20}{40}$	Trackwork. (86/32) <u>Finishes 10 00 Sun 23 Nov.</u>
8	Uddingston Jn	Down	-	93 1087	93 1220	40	Condition of track. (86/24)
9	Rutherglen East Jn and Cumbuslang	-	Up	98 150	97 1650	20	Trackwork. (86/35) <u>Begins 08 00 Sun 23 Nov.</u>
10	Polmadie and Larkfield Jn	Down	-	100 1500	101 44	20	Condition of track. (86/20)
<u>MIDCALDER JN TO HOLYTOWN JN</u>							
11	Hartwood and Bellside GF	Down	-	6 980	6 985	40	Condition of track. (86/4)
<u>LAW JN TO UDDINGSTON JN</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)

## WON-A2

Location	Lines affected		Mileage				Restriction mph	Remarks
			At		or between			
			M	Yd	M	Yd		
<u>LARKFIELD JN TO SHIELDS JN</u>								
14	Terminus Jn and Shields Jn	Down -	101	1140	101	1320	20	Condition of track. (86/63)
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>								
15	Dumfries South	Down -	92	1100	92	920	$\frac{20}{40}$	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)
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>								
19	Crosshill	Inner -	1	340	0	1500	20	Trackwork. (86/30) <u>See Section 'D'.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>								
20	Shields Jn	Down -	1	88	1	220	20	Condition of track. (86/33)
21	Lochwinnoch and Johnstone	- Up	12	740	11	1600	75	Condition of track. (86/34)
22	Lochwinnoch and Johnstone	- Up	12	1620	12	740	20	Trackwork. (86/34) <u>Begins 10 00 Sun 23 Nov.</u>
23	Glengarnock and Lochwinnoch	- Up	16	1150	16	200	20	Trackwork. (86/30) <u>Finishes 10 00 Sun 23 Nov.</u>
24	Glengarnock and Brownhill	Down -	20	500	20	1380	20	Trackwork. (86/32)
<u>SHIELDS JN TO CORKERHILL CSMD (GOODS LINE)</u>								
25	Shields Jn	- Up	1	440	1	110	20	Condition of track. (86/33)
<u>PAISLEY TO GOUROCK</u>								
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)
<u>WEMYSS BAY JN TO WEMYSS BAY</u>								
28	Wemyss Bay Jn and Containerbase	Down -	0	120	0	640	20	Trackwork. (86/25)

## WON-A3

Location	Lines affected	Mileage				Restriction mph	Remarks
		At or between					
		M	Yd	M	Yd		
<u>KILWINNING JN TO LARGS</u>							
29 Stevenston LC and Salcoats	Down -	29	192	29	601	20	Trackwork. (86/29)
29A West Kilbride and Ardrossan South Beach	- Up Freight	33	1100	33	440	20	Trackwork. (86/26)
30 West Kilbride and Ardrossan South Beach	- Up Freight	35	1200	35	220	20	Trackwork. (86/35) <u>Begins 10 00 Sun 23 Nov.</u>
<u>MOTHERWELL TO PERTH</u>							
31 Greenfoot LC and Cumbernauld	Down -	99	30	99	1120	<u>20</u> 40	Trackwork. (86/32) <u>Finishes 16 00 Sun 23 Nov.</u>
32 Plean Jn and Polmaise	Down Up	116	500	116	520	<u>20</u> 40	Condition of track. (86/31)
33 Dunblane and Greenloaning	Down -	124	1020	124	1180	20	Condition of UB No.6. (86/33)
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>							
34 Langloan Jn and Carmyle Jn	Down -	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>							
35 Haymarket Station	Down - North	1	470	1	570	20	Trackwork. (86/32)
36 Haymarket Station	- Up South	45	1720	<u>46</u> 1 530	000 ) 530 ) 000 )	20	Trackwork. (86/32)
		1	530	1	470		Overall mileage = 100yd
37 Haymarket East Jn and Haymarket Central Jn	Down - South	45	1496	45	836	20	Trackwork. (86/35) <u>Begins 15 00 Sun 23 Nov.</u>
38 Greenhill Upper Jn and Falkirk High	- Up	18	236	18	1116	<u>30</u> 60	Trackwork. (86/32) <u>Finishes 18 00 Sun 23 Nov.</u>
39 Greenhill Upper Jn and Falkirk High	- Up	17	1196	18	316	<u>20</u> 40	Trackwork. (86/35) <u>Begins 18 00 Sun 23 Nov.</u>
<u>AIRDRIE TO HELENSBURGH</u>							
40 Bellgrove	Down Up	1	000	0	1600	20	Trackwork. (86/33) <u>Finishes 07 30 Sun 23 Nov.</u>
41 Bellgrove	Down Up	1	000	0	1600	40	Trackwork. (86/35) <u>Begins 07 30 Sun 23 Nov.</u>
<u>CRIANLARICH TO OBAN</u>							
42 Loch Awe and Taynuilt	Single	51	1408	51	1496	10	Bridgework (UB No.213). (86/35) <u>Begins 00 00 Sun 23 Nov.</u>

## WON-A4

Location	Lines affected	Mileage				Restriction mph	Remarks		
		At or between							
		M	Yd	M	Yd				
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>									
43	Berwick-Upon-Tweed and Reston GSP	Down	-	54	704	54	220	20 <u>40</u>	Trackwork. (86/35) <u>Begins 09 00 Thu 27 Nov.</u>
44	Reston GSP and Grantshouse	Down	-	43	1320	42	650	20	Trackwork. <u>Applies 01 40 to 06 50</u> <u>Tue 25 to Thu 27 Nov.</u>
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. <u>Applies 04 00 to 16 30</u> <u>Sun 23 Nov.</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>									
48	Millerhill and Niddrie South Jn	Down	Up	4	1280	4	1100	20	Condition of track. (85/22)
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>									
49	Niddrie South Jn and Craiglockhart Jn	Down	-	4	1440	4	570	20	Trackwork. (86/32)
<u>HAYMARKET WEST JN TO ABERDEEN</u>									
50	Thornton North and Sinclairtown	-	Up	30	880	30	396	20	Trackwork. (86/34)
51	Dundee Central Jn and Tay Bridge South	-	Up	57	220	56	910	20	Trackwork. (86/28) <u>See Section 'D'.</u>
52	Tay Bridge South and Dundee Central Jn	Down	-	56	910	57	220	30	Trackwork. <u>Applies 23 30 Sat 22 to</u> <u>16 15 Sun 23 Nov.</u>
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. <u>Applies 23 30 Sat 22 to</u> <u>08 00 Sun 23 Nov.</u>
<u>LADYBANK JN TO HILTON JN</u>									
55	Ladybank Jn and Clatchard Craig South GF	Single		5	1680	6	00	20	Bridgework (UB No.13) (86/8)
<u>PERTH TO INVERNESS</u>									
56	Stanley Jn and Murthly LC	Single		7	180	7	1130	20 <u>40</u>	Trackwork. (86/34)

WON-A5

Location	Lines affected	Mileage At or between				Restriction mph	Remarks	
		M	Yd	M	Yd			
<u>ABERDEEN TO INVERNESS</u>								
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	20 40	Trackwork. (86/32)
<u>INVERNESS TO WICK</u>								
59	Scots Calder and Halkirk LC (AOCL)	Single	145	740	145	900	20	Trackwork. <u>Applies 08 00 Sun 23 to 14 00 Fri 28 Nov.</u>
<u>DINGWALL TO KYLE OF LOCHALSH</u>								
60	Achterneed and Garve	Single	8	1640	9	880	20	Trackwork. (86/35) <u>Begins 08 00 Sun 23 Nov.</u>

=====

SECTION BTEMPORARY ENGINEERING WORKS

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL</u>		
<u>UNTIL FURTHER NOTICE</u>		
61 Shieldmuir Jn and Motherwell	All	00 00 to 05 00 daily. Signalling work.
62 Glasgow Central	All	00 00 to 06 00 daily. Signalling work.
<u>SATURDAY 22 NOVEMBER</u>		
63 Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10. Overhead line work. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>
64 Glasgow Central	Line No.4 BLOCKED	00 30 to 05 30. Track renewal at points No.346B.
<u>SATURDAY 22 and SUNDAY 23 NOVEMBER</u>		
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.
<u>SUNDAY 23 NOVEMBER</u>		
66 Carlisle South Jn	All	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	All	06 00 to 15 00. Signalling work. Points and signals disconnected.
69 Quintinshill and Kirtlebridge GF	Down and Up BLOCKED (to electric trains) Down and Up BLOCKED	00 00 to 01 30 ) Unloading rails, bridgework ) (UB No.53), track renewal and 01 30 to 17 00 ) track maintenance. <u>Isolation of electrical sections EU1 and 2.</u>
70 Kirtlebridge GF and Lockerbie	Down and Up BLOCKED	06 30 to 16 45. Earthwork. <u>Isolation of electrical sections EM1 and 2.</u>
71 Lockerbie	All	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. <u>Isolation of electrical sections LC1 and 2 and LM1 and 2.</u>







SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

CARLISLE TO GLASGOW CENTRAL - continued  
TUESDAY 25 to THURSDAY 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. <u>Trains diverted via Wishaw and Bellshill. Isolation of electrical sections MN1(d) and MN2(e). Crane and mechanical equipment in use.</u>

TUESDAY 25 to FRIDAY 28 NOVEMBER

98	Symington GF and Carstairs	Down BLOCKED (to electric trains)	06 45 to 10 30 daily. Overhead line work. <u>Isolation of electrical sections LC4.</u>
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. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>

WEDNESDAY 26 NOVEMBER

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.

WEDNESDAY 26 and THURSDAY 27 NOVEMBER

103	Kirtlebridge GF and Quintinshill	Up BLOCKED	03 05 to 06 00 daily. Track maintenance.
-----	----------------------------------	------------	--

THURSDAY 27 and FRIDAY 28 NOVEMBER

104	Glasgow Central	No.7 Up line BLOCKED	00 30 to 05 30 daily. Track renewal at Points No.324B. <u>Possession to be given up for passage of IS04.</u>
-----	-----------------	-------------------------	--

LANARK TO LANARK JN  
SUNDAY 23 NOVEMBER

105	Lanark	Single	08 00 to 17 00. Signalling work.
-----	--------	--------	----------------------------------

SUNDAY 23 and MONDAY 24 NOVEMBER

106	Lanark and Lanark Jn	Single BLOCKED	18 00 Sun to 05 30 Mon. Overhead line work. <u>Isolation of electrical section MC4 (e).</u>
-----	----------------------	-------------------	---

CARSTAIRS SOUTH JN TO HAYMARKET EAST JN  
UNTIL FURTHER NOTICE

107	Slateford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
-----	------------------------------------	----------------------------	---

SUNDAY 23 NOVEMBER

108	Auchengray LC and Midcalder Jn	Down and Up BLOCKED	08 00 to 16 00. Drainage.
109	Curriehill GSP and Midcalder Jn	Up BLOCKED Down <u>Between Trains</u>	00 00 to 09 00. Track renewal and signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN - continued</u>		
<u>SUNDAY 23 NOVEMBER - continued</u>		
110 Kirknewton LC	Down and Up	09 00 to 16 30. Signalling work.
111 Curriehill GSP and Slateford	Down and Up BLOCKED	12 00 to 16 00. Bridgework (UB No.131AA).
112 Slateford and Haymarket East Jn	Down BLOCKED	14 00 to 16 00. Track maintenance.
<u>TUESDAY 25 NOVEMBER</u>		
113 Auchengray LC and Carstairs East Jn	Up BLOCKED	00 30 to 01 30. Track maintenance.
<u>FRIDAY 28 NOVEMBER</u>		
114 Curriehill GSP and Slateford	Down <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 95m950yd and 98m1650yd.
<u>MIDCALDER JN TO HOLYTOWN JN</u>		
<u>SUNDAY 23 NOVEMBER</u>		
115 West Calder and Benhar Jn	Down and Up BLOCKED	00 00 to 08 15. Track maintenance and track renewal between 18m440yd and 11m1220yd.
<u>LAW JN TO UDDINGSTON JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
116 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
<u>TUESDAY 25 and WEDNESDAY 26 NOVEMBER</u>		
117 Holytown Jn and Mossend East Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
<u>THURSDAY 27 and FRIDAY 28 NOVEMBER</u>		
118 Ravenscraig No.2 and Holytown Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
<u>WISHAW CENTRAL JN TO SHIELDMUIR JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
119 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.
<u>SUNDAY 23 NOVEMBER</u>		
120 Wishaw Central Jn and Shieldmuir Jn	Single BLOCKED	00 00 to 06 30. Loading material. <u>Isolation of electrical sections MCl and ML2.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)</u>		
<u>SUNDAY 23 NOVEMBER</u>		
121 Motherwell and Hamilton West	Down and Up	BLOCKED 00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). <u>Possession to be given up for the passage of 1807, 21 00 Euston to Inverness over Up line. Isolation of electrical section MHL.</u>
122 Hamilton Central and Earnock Sidings	Down and Up	08 00 to 17 00. Signalling work.
<u>NEWTON WEST JN TO CATHCART WEST JN</u>		
<u>SUNDAY 23 NOVEMBER</u>		
122A Newton West Jn and Cathcart East Jn	Down and Up	BLOCKED 00 00 to 08 00. Loading material.
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>		
<u>SUNDAY 23 NOVEMBER</u>		
123 Rutherglen North Jn and Finnieston	Down and Up	BLOCKED 00 00 to 08 00. Track renewal.
<u>TUESDAY 25 and WEDNESDAY 26 NOVEMBER</u>		
124 Rutherglen North Jn and Finnieston	Down and Up	BLOCKED 00 00 to 05 30 daily. Tunnel work (Anderston). <u>Isolation of electrical sections PR1 and 2.</u>
<u>LARKFIELD JN TO SHIELDS JN</u>		
<u>SUNDAY 23 NOVEMBER</u>		
125 Larkfield Jn and Shields Jn	Down and Up	BLOCKED 08 00 to 18 00 ) Overhead line work. Isolation of electrical sections <u>EB1 (j)</u> , EB2 (a) and EN2 (e and f).
<u>TUESDAY 25 to FRIDAY 28 NOVEMBER</u>		
125A Larkfield Jn and Shields Jn	Down and Up	BLOCKED 00 30 to 05 30 daily. Track renewal.
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>		
<u>SUNDAY 23 NOVEMBER</u>		
126 Dumfries Station	Down	BLOCKED 06 30 to 14 00 ) Loading material. Crane and Up
	BLOCKED	06 30 to 10 15 ) mechanical equipment in use.
	Up	Between Trains 10 15 to 11 25 )
	Up	BLOCKED 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 07 30 to 14 00. Loading rails. Crane and Up
	Between Trains	mechanical equipment in use.
128 Kilmarnock	Down	Platforms 07 00 to 16 00. Track renewal. BLOCKED
129 Busby Jn and Muirhouse South Jn	Down and Up	Between Trains 07 00 to 17 00. Slip treatment.
<u>TUESDAY 25 NOVEMBER</u>		
130 Auchinleck and Mauchline	Down	BLOCKED 00 00 to 01 00 ) Track maintenance. Up
	BLOCKED	01 30 to 02 30 )
131 Muirhouse South Jn and Eglinton Street Jn	Down and Up	BLOCKED 00 30 to 05 00 ) Track maintenance, track Down and Up 05 00 to 06 00 ) renewal and drainage. Isolation Between Trains ) of electrical sections <u>EG3(i)</u> , <u>EG4(a) and EW1 to 6, 00 30 to 05 00.</u>





## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>SUNDAY 23 NOVEMBER - continued</u>		
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.
<u>TUESDAY 25 NOVEMBER</u>		
157 Arkleston Jn and Cardonald	Up BLOCKED	00 30 to 05 10. Track renewal.
157A Dalrymple Jn and Maybole	Single <u>Between Trains</u>	00 00 to 06 00. Track renewal.
<u>TUESDAY 25 and WEDNESDAY 26 NOVEMBER</u>		
158 Newton Jn and Ayr	Down BLOCKED	00 30 to 05 30 daily. Track renewal.
<u>TUESDAY 25 to FRIDAY 28 NOVEMBER</u>		
158A Glengarnock and Kilwinning Jn	Down and Up BLOCKED	00 00 to 05 45 daily. Track renewal and unloading material.
<u>WEDNESDAY 26 NOVEMBER</u>		
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.
<u>THURSDAY 27 NOVEMBER</u>		
160 Glengarnock and Lochwinnoch	Up BLOCKED	00 00 to 05 45. Track renewal.
160A Dalrymple Jn and Maybole	Single <u>Between Trains</u>	00 00 to 06 00. Track renewal.
<u>PAISLEY TO GOUROCK</u>		
<u>SATURDAY 22 NOVEMBER</u>		
161 Wemyss Bay Jn	All	00 00 to 07 00. Signalling work.
162 Gourock	Down and Up BLOCKED	00 30 to 05 30. Station work. <u>No EMUs on Platform No.2.</u>
<u>SUNDAY 23 NOVEMBER</u>		
163 Bishopton and Langbank	Down and Up BLOCKED	00 45 to 07 00. Earthwork and track maintenance. <u>Isolation of electrical sections GB3 and 4.</u>
164 Wemyss Bay Jn and Greenock Central	All	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. <u>Single line working over Down line.</u>
<u>SUNDAY 23 and MONDAY 24 NOVEMBER</u>		
166 Greenock Central and Gourock	Down and Up BLOCKED	01 00 Sun to 05 30 Mon. Tunnel work (Newton St), track renewal, track maintenance and signalling work. <u>Glasgow Central/Gourock/Glasgow Central services terminate/start Greenock Central.</u> <u>Isolation of electrical sections GGI (a, b and c) and GG2 (c and d).</u>



## WON-B10

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PAISLEY TO GOUROCK - continued</u>		
<u>MONDAY 24 NOVEMBER</u>		
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.
<u>TUESDAY 25 and WEDNESDAY 26 NOVEMBER</u>		
168 Gourock	Down and Up BLOCKED	00 30 to 05 30 daily. Station work. <u>No EMU's on Platform No.2.</u>
<u>TUESDAY 25 to FRIDAY 28 NOVEMBER</u>		
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 renewal and station work. <u>No EMU's on platform No.2 Thursday 27 and Friday 28 November.</u>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SATURDAY 22 NOVEMBER</u>		
171 Wemyss Bay Jn	All	00 00 to 07 00. Signalling work.
<u>SUNDAY 23 NOVEMBER</u>		
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.
<u>CONTAINERBASE JN TO GREENOCK CPA TERMINAL (GOODS LINE)</u>		
<u>MONDAY 24 NOVEMBER</u>		
174 Containerbase Jn and Containerbase Gate	Single BLOCKED	09 00 to 17 00. Tunnel work.
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
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).
<u>SATURDAY 22 NOVEMBER</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.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 23 NOVEMBER - continued</u>		
193 Stirling Middle and Stirling North	Down and Up Main BLOCKED	00 00 to 08 30. Station work (Stirling). <u>Down trains to run over S and D lines. Possession to be given up for the passage of 1S78 21 35 Manchester Victoria to Aberdeen, 1S25 22 00 Euston to Inverness and 1S03 20 33 Euston to Inverness over Down line.</u>
194 Perth	All	07 30 to 17 00. Signalling work.
<u>SUNDAY 23 to FRIDAY 28 NOVEMBER</u>		
195 Hilton Jn and Perth	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.96).
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>		
<u>SUNDAY 23 NOVEMBER</u>		
196 Rutherglen East Jn and Whifflet North Jn	Up BLOCKED Down BLOCKED Down <u>Between Trains</u> 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 )
<u>GARTSHERRIE SOUTH JN TO SIGHTHILL JN</u>		
<u>SUNDAY 23 NOVEMBER</u>		
197 Gartsherrie South Jn and Sighthill Jn	Down and Up BLOCKED	00 15 to 18 00. Track maintenance and loading material. <u>Isolation of electrical sections ML1 (l and m), ML2 (j to q) and PS1 and 2.</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>		
<u>UNTIL FURTHER NOTICE</u>		
198 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
200 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
<u>SUNDAY 23 NOVEMBER</u>		
201 Princes St Gardens and Haymarket Station	Down and Up North BLOCKED	00 00 to 16 00. Drainage. <u>North trains to run over South lines.</u>
202 Haymarket East Jn and Haymarket Central Jn	Down and Up South BLOCKED	00 00 to 16 00. Loading material and track renewal between 45m1496yd and 45m836yd. <u>Trains diverted via North lines and Dalmeny Jn. Crane in use.</u>
203 Winchburgh Jn	Down and Up	07 30 to 16 30. Signalling work.
204 Bo'ness and Polmont Jn	Down and Up BLOCKED	00 30 to 07 00. Track renewal.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continuedSUNDAY 23 NOVEMBER - continued

205 Polmont Jn	Down and Up <u>Between Trains</u>	08 00 to 16 00. Track renewal.
206 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 18 00. Track renewal, track maintenance and tunnel work (Falkirk High).
207 Cowlairs	All	00 00 to 18 00. Signalling work.
208 Cowlairs West Jn and Queen Street HL	Down and Up <u>Between Trains</u>	00 15 to 07 30. Tunnel work (Queen Street HL).

SUNDAY 23 and MONDAY 24 NOVEMBER

209 Haymarket East Jn and Haymarket Central Jn	North Goods Loop Outgoing Line and Depot Rounding Road BLOCKED	01 00 Sun to 01 00 Mon. Bridgework (UB No.4).
---	---	---

MONDAY 24 NOVEMBER

210 Haymarket West Jn and Newbridge Jn	Down <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 44m1610yd and 38m1300yd.
--	----------------------------	---

TUESDAY 25 NOVEMBER

211 Newbridge Jn and Winchburgh	Down <u>Between Trains</u>	00 00 to 06 00. Track renewal between 35m1380yd and 38m1370yd.
------------------------------------	----------------------------	---

TUESDAY 25 and WEDNESDAY 26 NOVEMBER

212 Bo'ness Jn and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 05 00 daily. Track maintenance.
----------------------------------	--------------------------------------	--

TUESDAY 25 to FRIDAY 28 NOVEMBER

213 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 06 00 daily. Track renewal, track maintenance and loading material.
---	---------------------	---

WEDNESDAY 26 NOVEMBER

214 Newbridge Jn and Haymarket West Jn	Up <u>Between Trains</u>	00 00 to 06 00. Track renewal between 40m500yd and 40m510yd.
--	--------------------------	---

THURSDAY 27 NOVEMBER

215 Haymarket East Jn and Princes St Gardens	Up South <u>Between Trains</u>	00 00 to 06 00. Track renewal between 45m1600yd and 45m1610yd.
--	-----------------------------------	---

FRIDAY 28 NOVEMBER

216 Haymarket East Jn	Up South <u>Between Trains</u>	00 00 to 06 00. Track renewal between 45m1600yd and 45m1610yd.
217 Queen Street HL and Cowlairs West Jn	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen Street HL).

**SECTION B - TEMPORARY ENGINEERING WORKS - continued**

<b>At or between</b>	<b>Lines affected</b>	<b>Remarks</b>
<b><u>POLMONT JN TO LARBERT JN</u></b>		
<b><u>SUNDAY 23 NOVEMBER</u></b>		
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).
<b><u>COWLAIRS TO BELLGROVE</u></b>		
<b><u>SUNDAY 23 NOVEMBER</u></b>		
220 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>
<b><u>TUESDAY 25 to FRIDAY 28 NOVEMBER</u></b>		
221 Sighthill Jn and Bellgrove	Down and Up BLOCKED	00 00 to 05 00 daily. Overhead line work. <u>Possession to be given up for the passage of T71. Isolation of electrical sections PS1 and 2.</u>
<b><u>AIRDRIE TO HELENSBURGH</u></b>		
<b><u>SATURDAY 22 NOVEMBER</u></b>		
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 of electrical sections PA1 and 2.</u>
224 Hyndland East Jn	All BLOCKED	00 00 to 05 15. Overhead line work. <u>Isolation of electrical sections DF3, 4, 5, 6, 7 and 8.</u>
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. <u>Isolation of electrical sections DH1 and 2.</u>
<b><u>SUNDAY 23 NOVEMBER</u></b>		
227 Parkhead North and High Street Jn	Down and Up BLOCKED	00 15 to 07 30. Track renewal and track maintenance. <u>Isolation of electrical sections PF1 and 2, PB1 and 2 and PS1 and 2.</u>
228 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 30 to 07 30. Stationwork (Charing Cross). <u>Isolation of electrical sections PF1 and 2, PS1 and 2 and PB1 and 2.</u>
229 Finnieston GF and Hyndland Jn	Down and Up BLOCKED	00 15 to 07 30. Bridgework (UB No.130).
230 Knightswood South Jn and Westerton	Down and Up BLOCKED	00 15 to 07 30. Stationwork (Westerton), retaining wall work and slip treatment. <u>Isolation of electrical sections DF3 and 4 and DM1 and 2.</u>
231 Singer and Dalmuir Park	Down and Up BLOCKED	00 15 to 08 00. Track renewal.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

AIRDRIE TO HELENSBURGH - continuedSUNDAY 23 NOVEMBER - continued

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). <u>Isolation of electrical sections DF1 and 2.</u>

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 WEDNESDAY 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). <u>Possession to be given up for the passage of T71.</u>
--	---------------------	---

TUESDAY 25 to FRIDAY 28 NOVEMBER

236 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>
237 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 15 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
238 Shettleston and Bridgeton Central Jn	Down and Up BLOCKED	00 30 to 05 15 daily. Overhead line work and Station work (Bellgrove). <u>Possession to be given up for the passage of T71. Isolation of electrical sections PF1(c and d) and PS1 and 2 and PF2.</u>
239 Knightswood North Jn and Westerton	Down and Up BLOCKED	00 15 to 05 30 daily. Station work (Westerton).

WESTERTON TO MILNGAVIESUNDAY 23 NOVEMBER

240 Westerton and Milngavie	Down and Up BLOCKED	08 00 to 18 00. Track maintenance.
--------------------------------	---------------------	------------------------------------

DALREOCH JN TO BALLOCHTUESDAY 25 to FRIDAY 28 NOVEMBER

241 Dalreoch Jn and Balloch	Single BLOCKED	00 00 to 06 00 daily. Bridgework (OB No.81A). <u>Isolation of electrical sections DB1.</u>
--------------------------------	----------------	---

HIGH STREET JN TO SHIELDS JNSUNDAY 23 NOVEMBER

242 Shields Jn and High Street Jn	Up	08 00 to 17 00. Signalling work.
--------------------------------------	----	----------------------------------

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>		
<u>SATURDAY 22 NOVEMBER</u>		
243 Hyndland West Jn and Dalmuir Park	Down and Up BLOCKED	00 15 to 05 30. Bridgework (OB No.7) and overhead line construction work. <u>Isolation of electrical sections DF5 and 6.</u>
<u>SUNDAY 23 NOVEMBER</u>		
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). <u>Isolation of electrical sections DF5 and 6.</u>
<u>TUESDAY 25 to FRIDAY 28 NOVEMBER</u>		
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. <u>Isolation of electrical sections DF5 and 6.</u>
<u>THURSDAY 27 and FRIDAY 28 NOVEMBER</u>		
246 Clydebank Dock Jn	Down and Up BLOCKED	00 00 to 05 45 daily. Track maintenance (switches and crossings).
<u>COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN</u>		
<u>SUNDAY 23 NOVEMBER</u>		
247 Cowlairs North Jn and Knightswood North Jn	Down and Up BLOCKED	08 30 to 16 30. Retaining wall work.
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>		
<u>SATURDAY 22 and SUNDAY 23 NOVEMBER</u>		
248 Tyndrum Upper and Bridge of Orchy	Single BLOCKED	21 00 Sat to 17 15 Sun. Retaining wall work.
<u>SUNDAY 23 NOVEMBER</u>		
249 Craigendoran Jn and Garelochhead	Single BLOCKED	06 00 to 18 00. Bridgework (OB No.21C).
250 Glen Douglas and Arrochar & Tarbet	Single BLOCKED	08 00 to 16 00. Overhead cable repairs (SSEB).
251 Arrochar & Tarbet and Ardlui	Single BLOCKED	08 00 to 16 00. Bridgework (UB No.70) and track renewal.
<u>CRANLARICH TO OBAN</u>		
<u>SATURDAY 22 and SUNDAY 23 NOVEMBER</u>		
252 Dalmally and Taynuilt	Single BLOCKED	21 15 Sat to 18 00 Sun. Track renewal and bridgework (UB No.213).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b><u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u></b>		
<b><u>UNTIL FURTHER NOTICE</u></b>		
253 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58m1140yd and 65m1720yd.
254 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128).
255 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork and track maintenance between 33m110yd and 33mp.
256 Oxwellmains and Dunbar	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.
<b><u>SATURDAY 22 and SUNDAY 23 NOVEMBER</u></b>		
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. <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
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. <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
<b><u>SUNDAY 23 NOVEMBER</u></b>		
261 Grantshouse and Innerwick GSP	Down and Up BLOCKED	00 30 to 09 30. Bridgework (OB No.111). <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
262 Oxwellmains and Dunbar	Down and Up BLOCKED	00 15 to 09 30. Bridgework (OB's Nos.89 and 91). <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
263 Stenton GSP and Drem	Down and Up BLOCKED	00 30 to 09 30. Track renewal between 24m880yd and 18m880yd. <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>





SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>		
<u>THURSDAY 27 NOVEMBER</u>		
276 Portobello and Monktonhall Jn	Up BLOCKED	00 55 to 04 15. Track maintenance between 3m730yd and 5m1720yd.
<u>FRIDAY 28 NOVEMBER</u>		
277 Reston GSP and Grantshouse	Down BLOCKED	01 40 to 06 55. Trackwork between 47m310yd and 41m310yd. <u>Single line working over Up line.</u>
<u>PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
278 Portobello and Leith South	Single <u>Between Trains</u>	05 00 to 19 00 daily. Construction work. Mechanical equipment in use.
<u>SATURDAY 22 NOVEMBER</u>		
279 Portobello and Leith South	Single BLOCKED	12 00 to 18 00. Earthwork.
<u>SUNDAY 23 NOVEMBER</u>		
280 Portobello and Leith South	Single BLOCKED	08 00 to 16 00. Earthwork.
<u>MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)</u>		
<u>MONDAY 24 to THURSDAY 27 NOVEMBER</u>		
281 Millerhill Yard	All <u>Between Trains</u>	22 00 Mon to Wed to 06 00 Tue to Thu. Track maintenance.
<u>TUESDAY 25 NOVEMBER</u>		
282 Monktonhall Jn and Millerhill South Jn	All <u>Between Trains</u>	09 00 to 15 00. Signalling work.
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
283 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation.
284 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
287 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>SATURDAY 22 and SUNDAY 23 NOVEMBER</u>		
288 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down <u>Between Trains</u>	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. <u>Single line working over Down line 08 00 to 16 00.</u> Crane and mechanical equipment in use.
289 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u> Down BLOCKED Up <u>Between Trains</u>	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. <u>Single line working over Up line 02 30 to 08 00.</u>
291 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	22 30 Sat to 17 00 Sun. Work at lineside and track renewal between 230m1298yd and 240m858yd. Mechanical equipment in use.
<u>SATURDAY 22 to FRIDAY 28 NOVEMBER</u>		
292 Craigo and Laurencekirk	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside and bridgework (OB's Nos.281, 283, 284, 286 and 287) between 205m176yd and 210m1320yd. Mechanical equipment in use.
<u>SUNDAY 23 NOVEMBER</u>		
293 Haymarket West Jn and Dalmeny	Down and Up <u>Between Trains</u>	00 00 to 06 30. Track renewal between 4m800yd and 4m900yd.
294 North Queensferry and Dalmeny	Up BLOCKED Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge). <u>Up trains to run over Down line.</u>
295 Seafield Shunting Frame and Kirkcaldy	Down and Up <u>Between Trains</u>	07 30 to 16 30. Loading material.
296 Thornton North Jn and Sinclairtown	Up BLOCKED Down <u>Between Trains</u>	00 30 to 16 45. Loading material, track renewal, track maintenance and unloading materials between 30m1360yd and 26m1610yd. <u>5T74, 05 15 (Sun) Craigentiny to Dundee diverted via Cowdenbeath. Single line working over Down Line 09 00 to 16 40.</u>
297 Dundee	All	07 30 to 17 00. Signalling work.
298 Dundee Central Jn and Camperdown Jn	Up Platform and Up Through <u>Between Trains</u>	00 00 to 16 00. Bridgework (OB No.189).
299 Usan and Montrose South	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 28m880yd and 30m914yd.
300 Montrose South	All	07 30 to 17 00. Signalling work.
301 Newtonhill and Aberdeen	All	07 30 to 17 00. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

HAYMARKET WEST JN TO ABERDEEN - continued  
SUNDAY 23 to FRIDAY 28 NOVEMBER

302 Carnoustie LC and Arbroath LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 10m638yd and 16m1320yd. Mechanical equipment in use.
--------------------------------------	--------------------------------------	---

MONDAY 24 NOVEMBER

303 Ladybank and Cupar	Down <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 39m220yd and 44m1100yd.
304 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down <u>Between Trains</u> Up <u>Between Trains</u>	00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd 05 45 to 24 00 ) and 56m910yd.

TUESDAY 25 and WEDNESDAY 26 NOVEMBER

305 Thornton North Jn and Sinclairtown	Up BLOCKED	00 01 to 06 00 daily. Track maintenance between 30m1360yd and 27m90yd. <u>Up trains diverted via Cowdenbeath.</u>
--	------------	---

MONDAY 24 to FRIDAY 28 NOVEMBER

306 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside and overhead cablework between 0m462yd and 3m990yd.
307 Newtonhill and Ferryhill	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Work at lineside between 230m1298yd and 240m858yd. Mechanical equipment in use.

TUESDAY 25 to FRIDAY 28 NOVEMBER

308 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	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 Fife Central Jn	Single BLOCKED	07 30 to 16 30. Track maintenance between 0m880yd and 3mp.
--	----------------	--

LADYBANK JN TO HILTON JNSUNDAY 23 NOVEMBER

310 Ladybank Jn and Hilton Jn	Single BLOCKED	00 00 to 12 00. Track maintenance between 0m70yd and 45m1360yd.
----------------------------------	----------------	---

PERTH TO INVERNESS  
UNTIL FURTHER NOTICE

311 Dunkeld and Pitlochry	Single <u>Between Trains</u>	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 and Dalwhinnie	Down and Up <u>Between trains</u>	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.
313 Culloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

PERTH TO INVERNESS - continuedSATURDAY 22 and SUNDAY 23 NOVEMBER

314 Perth Station	Platform No.4 <u>Between Trains</u>	23 00 Sat to 17 00 Sun. Track renewal.
315 Stanley Jn and Dunkeld	Single <u>BLOCKED</u>	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, 1S03, 20 33 (Sat) Euston to Inverness and 1S07, 21 00 (Sat) Euston to Inverness. Crane and mechanical equipment in use.
316 Dunkeld and Pitlochry	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Bridgework (FB No.65) and track maintenance between 15m264yd and 28m638yd.
317 Millburn Jn and Rose Street	Down Aviemore line <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 22 to FRIDAY 28 NOVEMBER

318 Kingussie LC and Kinraig Loop	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 71m1056yd and 77m880yd. Mechanical equipment in use.
---	---------------------------------	---

SUNDAY 23 NOVEMBER

319 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
320 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal, track maintenance and work at lineside between 28m638yd and 35m132yd. Mechanical equipment in use.
321 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 35m132yd and 58m1188yd and signalling work.
322 Slochd Loop and Tomatin Loop	Single <u>Between Trains</u>	07 30 to 17 00. Work at lineside and unloading material between 95m310yd and 98m1716yd and signalling work.
323 Tomatin Loop and Moy Loop	All	07 30 to 17 30. Signalling work.
324 Culloden Moor and Millburn Jn	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 111m660yd and 117m440yd and signalling work.
325 Millburn Jn and Locomotive	All	07 30 to 17 00. Signalling work.

MONDAY 24 to FRIDAY 28 NOVEMBER

326 Stanley Jn and Dunkeld	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal, track maintenance and work at lineside and Murthly LC between 7m180yd and 15m260yd. Crane and mechanical equipment in use.
327 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside, track renewal and track maintenance between 28m638yd and 35m132yd. Mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

PERTH TO INVERNESS - continuedMONDAY 24 to FRIDAY 28 NOVEMBER - continued

328 Millburn Jn and Inverness Station	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.
---	---------------------------	--

WEDNESDAY 26 to FRIDAY 28 NOVEMBER

329 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	22 00 Wed and Thu to 07 00 Thu and Fri. Track maintenance between 35ml32yd and 58ml188yd.
---------------------------------------	--------------------------------------	---

PERTH TO DUNDEE CENTRAL JNUNTIL FURTHER NOTICE

330 Perth and Barnhill	Single <u>Between Trains</u>	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 <u>Between trains</u>	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 <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.25).
334 Barnhill and Errol LC	Down and Up <u>Between Trains</u>	08 00 to 16 30. Work at lineside between 19ml518yd and 10m990yd.
335 Errol LC and Longforgan LC	Down and Up <u>Between Trains</u>	07 00 to 17 00. Work at lineside and track maintenance between 10m990yd and 5ml210yd and signalling work at Inchtute LC.
336 Dundee Central Jn	All	07 30 to 17 00. Signalling work.

TUESDAY 25 to FRIDAY 28 NOVEMBER

337 Errol LC and Longforgan LC	Down and Up <u>Between Trains</u>	22 30 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 10m990yd and 5ml210yd.
-----------------------------------	--------------------------------------	--

ABERDEEN TO INVERNESSUNTIL FURTHER NOTICE

338 Huntly and Keith	Single <u>Between Trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45ml100yd. Mechanical equipment in use.
339 Forres and Nairn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside between 128ml200yd and 128ml400yd. Mechanical equipment in use.
340 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>ABERDEEN TO INVERNESS - continued</u>		
<u>SATURDAY 22 and SUNDAY 23 NOVEMBER</u>		
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 128m1584yd and 143m440yd. <u>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.</u> 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.
<u>SATURDAY 22 to FRIDAY 28 NOVEMBER</u>		
343 Dyce Jn and Inverurie	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in use.
<u>SUNDAY 23 NOVEMBER</u>		
345 Aberdeen and Dyce Jn	All	07 30 to 17 00. Signalling work.
346 Keith Jn and Elgin	Single <u>Between Trains</u>	08 00 to 16 00. Bridgework (OB's Nos.23 and 24).
<u>MONDAY 24 to FRIDAY 28 NOVEMBER</u>		
347 Nairn and Millburn Jn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.
348 Millburn Jn and Inverness	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.
<u>INVERNESS TO WICK</u>		
<u>UNTIL FURTHER NOTICE</u>		
349 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
350 Dingwall and Invergordon	Single <u>Between Trains</u>	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work at Ainess. Crane and mechanical equipment in use.
351 Invergordon Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
352 Fearn Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
353 Tain Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
354 Dunrobin Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>INVERNESS TO WICK - continued</u>		
<u>SATURDAY 22 and SUNDAY 23 NOVEMBER</u>		
355 Tain and Ardgay	Single <u>Between Trains</u>	21 30 Sat to 17 00 Sun. Track maintenance between 44m506yd and 57m1540yd.
<u>SATURDAY 22 to FRIDAY 28 NOVEMBER</u>		
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 <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.
<u>SUNDAY 23 NOVEMBER</u>		
358 Dingwall Station	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.46).
359 Muir of Ord and Dingwall	Single <u>Between Trains</u>	07 30 to 17 30. Track renewal between 13m88yd and 18m1280yd.
360 Dingwall and Invergordon	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 18m1280yd and 31m638yd.
361 Forsinard and Georgemas Jn	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 145m740yd and 145m900yd. Mechanical equipment in use.
<u>SUNDAY 23 to FRIDAY 28 NOVEMBER</u>		
362 Dingwall and Invergordon	Single <u>Between Trains</u>	21 00 Sun to Thu to 06 00 Mon to Fri. Track maintenance between 18m1280yd and 31m638yd.
<u>TUESDAY 25 to FRIDAY 28 NOVEMBER</u>		
363 Lairg and Rogart	Single <u>Between Trains</u>	21 30 Tue to Thu to 07 00 Wed to Fri. Track maintenance between 66m1716yd and 77m220yd.
<u>DINGWALL TO KYLE OF LOCHALSH</u>		
<u>UNTIL FURTHER NOTICE</u>		
364 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
365 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.
<u>SUNDAY 23 NOVEMBER</u>		
366 Dingwall and Garve	Single BLOCKED	08 00 to 18 00. Track renewal and track maintenance between 8m1640yd and 9m880yd. <u>Possession to be given up for passage of 2H86,</u> <u>14 00 Kyle of Lochalsh to Inverness.</u>
<u>MONDAY 24 to FRIDAY 28 NOVEMBER</u>		
367 Dingwall and Garve	Single <u>Between Trains</u>	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

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. (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)

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 ELDESLIE 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)

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  
\* 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)

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 electric 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 - 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 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

<u>Amend</u> Shields Jn to Terminus Jn (Up Through Siding) (Goods Line)	<u>Page</u> 38
<u>to read</u> :-	
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

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Page 14						
<u>CARLISLE TO GLASGOW CENTRAL</u>						
Between Carlisle South Jn (CE) and Caldew Jn (incl) Amend to read:-						
	Carlisle South Jn (CE)	68 1610				AWS inductors not provided at Carlisle Station platform signals.
	Carlisle	69 200				
	Carlisle North Jn	0 420	20		All lines and connections <u>0½mp and 68m1340yd.</u>	
	Caldew Jn	0 1170 ( 2 220 Goods line)	30	60	60 <u>0½mp and 0m1280yd</u>	
Pages 19 and 20						
Between Cleghorn LC (AHB) and Garriongill (incl) Amend to read:-						
	Cleghorn LC (AHB)	76 530	90	90	77m260yd and 78m620yd <u>78m620yd and 79m290yd</u> <u>79m290yd and 81½mp</u> <u>81½mp and 84mp</u> 95 <u>81m510yd and 78m620yd</u>	Amended (6/9/86)
	Carluke	81 1650	80	90	84mp and 84m570yd <u>84mp and 81m510yd</u>	
CW Up 84m70yd						

MON-D3

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 19 and 20 - Amend - continued</u>					
	Law Jn (see page 31)	84 150	15	40	Over DPL Entering over and leaving UPL Through jn to Holytown line
		Garriongill Jn (see page 27)	84 1300	50	80
70				60	84m570yd and 84m970yd
			60	60	84m970yd and 84m1430yd
<u>Page 28</u>					
	<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>				
	Delete : Camps LC and relevant information.				(27/9/86)
<u>Page 29</u>					
	<u>MIDCALDER JN TO HOLYTOWN JN</u>				
	<u>Between Addiewell and Fauldhouse North</u>				
	Amend:-		50	60	13½mp and 11½mp.
	to read:-		60	60	13½mp and 11m1220yd
<u>Page 30</u>					
	<u>Between Benhar Jn and Carfin</u>				
	Delete:		60	50	9mp and 7½mp.
			60	50	Over curves 2½mp and 1½mp.
<u>Page 31</u>					
	<u>LAW JN TO UDDINGSTON JN</u>				
	<u>Between Law Jn and Wishaw Central</u>				
	Delete:		70	70	Through jn to 84½ (for multiple unit trains)
	Amend:		50	50	Through jn to 84½ (for other than multiple unit trains)
	to read:		50	50	Through jn to 84½mp

DPL 1915f (580m)

UPL 2290f (695m)

(23/8/86)

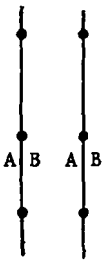
(23/8/86)

(18/8/86)

(27/9/86)

NON-D4

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
Page 35	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>				
	<u>Between Rutherglen and Rutherglen North Jn</u>				
	Add:- Rutherglen Footpath LC (RG)	0 510			Amended (1/11/86)
Page 37	<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u>				
	Add:- Rutherglen Footpath LC (RG)	0 470			Amended (1/11/86)
Page 40	<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>				
	<u>Between Dumfries South (DS) and Holywood LC</u>				
	Amend to read:-				
		Dumfries South (DS) 92 1010		60 45	92m700yd and 93ml120yd. Over curve, 92m700yd and 92mp
		Dumfries Stn. (D) (See page 44) 91 1300	30	30	Through stn. on main lines 92mp to 91½mp
		Hollywood LC 88 680			(3/8/86)
Page 41	<u>GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>				
	<u>Between Mauchline and Hurlford</u>				
	Amend:-			65 40 65	35ml630yd and 36½mp 36½mp and 36ml080yd 36ml080yd and 37ml540yd.
	to read:-		65 40 65	65 40 65	35ml630yd and 36½mp 36½mp and 36ml080yd 36ml080yd and 37ml540yd

MON-D5

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down mph	Up mph	
<u>Page 46</u>						
	<u>KILMARNOCK TO BARASSIE</u>					
	<u>Amend:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 2½mp</u>
	<u>to read:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 3m550yd.</u>
	<u>Delete:-</u>			<u>40</u>	<u>40</u>	<u>2½mp and 3mp</u>
				<u>50</u>	<u>50</u>	<u>3mp and 3m550yd.</u>
<u>Page 50</u>						
	<u>BRIDGE STREET JN TO STRANRAER</u>					
	<u>Amend first five MAXIMUM PERMISSIBLE SPEED entries to read:-</u>					
	BETWEEN BRIDGE ST JN AND 10M630YD AT <u>JOHNSTONE</u>			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 7MP AT PAISLEY AND 10M630YD AT JOHNSTONE			<u>80</u>	<u>80</u>	MAXIMUM PERMISSIBLE SPEED FOR EMU'S ONLY
	BETWEEN ELDESLIE AND KILWINNING			<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION.
	BETWEEN 10M630YD AT JOHNSTONE AND 39M20YD AT FALKLAND			<u>90</u>	<u>90</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN KILWINNING AND BOGSIDE				<u>40</u>	MAXIMUM PERMISSIBLE SPEED OVER UP LINE IN DOWN DIRECTION
						Amended (25/10/86)
						Amended (19/11/86)

NON-D6



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down mph	Up mph		At or between
Pages 51 - 54							
<u>Amend Arkleston Jn (incl) to Dalrymple Jn to read:</u>							
	Arkleston Jn	5	920	<u>30</u>		Entering, over and leaving <u>Down goods loop</u>	DGL 3300f (1005m)
				<u>40</u>	<u>40</u>	Entering, over and leaving <u>Up goods loop</u>	UGL 2710f (825m) (bi-directional)
				<u>45</u>	<u>45</u>	<u>6amp and 7mp</u>	
	Paisley (P)	6	660	<u>35</u>	<u>35</u>	<u>Between Ayr lines and Gourock lines</u>	
	<u>Paisley Gilmour St</u> (see page 57)	6	1010				
		6	1170				
		6	1610				
		8	1080	<u>40</u>	<u>40</u>	<u>Through facing crossover</u> <u>Entering over, and leaving Up passenger loop</u>	UPL 1285f (390m) (bi-directional)
	Elderslie	9	70				
		9	970	<u>40</u>	<u>40</u>	<u>Through Main line crossover</u>	
<u>Johnstone</u>	10	200					
	15	530	<u>40</u>	<u>40</u>	<u>Through Lochwinnoch crossovers</u>		
<u>Lochwinnoch</u>	15	1250					
OHNS	15	1550					

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Pages 51 - 54 - Amend	- continued				
	<u>Glengarnock</u>	19 1390	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	UGL 865f (260m) (bi-directional)
		20 1390	<u>40</u>	<u>40</u> <u>Through Main line facing crossover.</u>	
			<u>40</u>	<u>40</u> <u>Entering over and leaving Down Passenger Loop.</u>	(bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150			
	Brownhill	21 620			
	Swinlees (Roche)	21 840	<u>40</u>	<u>40</u> <u>Entering over and leaving Up Passenger Loop.</u>	UPL2290f (695m) (bi-directional)
		21 1630	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	
	<u>Dalry</u>	22 920			
	Kilwinning Jn (See page 61)	25 1560	<u>40</u>	<u>40</u> <u>Through jn to Ardrossan.</u>	UGL 1365f (415m) DRS 1054f (320m).
			<u>25</u>	<u>25</u> <u>Entering over and leaving Up Goods Loop.</u>	
	<u>Kilwinning</u>	26 0	<u>40</u>	<u>40</u> <u>Through trailing crossover.</u>	
	Byrehill Jn (See page 63)	26 1540		<u>25</u> <u>Through jn to Dubbs Jn.</u>	
	Bogside (see page 64)	27 1560	<u>40</u>	<u>10</u> <u>To Snodgrass branch.</u> <u>40</u> <u>Through Main line trailing crossover.</u>	

NON-DB

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
				mph		
Pages 51 - 54 - Amend - continued						
	<u>Irvine</u>	29	620			
	Gailes LC (AHB-X)	31	370	<u>X40</u>	<u>X40</u>	<u>Approaching level crossing in wrong direction.</u>
				<u>40</u>	<u>40</u>	<u>Over Main line trailing crossover.</u>
				<u>60</u>	<u>75</u>	<u>32m1610yd and 0m370yd.</u>
	<u>Barassie</u>	33	0			
		33	180			
		0	0	<u>30</u>	<u>30</u>	<u>Over connection, DPL to Kilmarnock single line</u>
	Barassie Jn (See Page 47)	0	20	<u>40</u>	<u>40</u>	<u>Entering, over and leaving DPL Through Main line facing crossover.</u>
	Up main signal PB286	0	1630		<u>40</u>	<u>Entering, over and leaving UGL</u>
				<u>75</u>	<u>75</u>	<u>0m370yd and 0m950yd</u>
				<u>60</u>	<u>60</u>	<u>Over curves, 0m950yd and 1m570yd</u>
				<u>75</u>	<u>75</u>	<u>1m570yd and 35m200yd (total distance 1610yd)</u>
	<u>Troon</u>	1	350			
		2	330			
		35	110			
	Monkton Siding GF (S)	36	620			
	<u>Prestwick</u>	37	750			
	Falkland	38	1610			
				<u>50</u>	<u>50</u>	<u>39m20yd and 40m290yd</u>

DPL 1180f (355m)

UGL 1305f(395m)

DGL 760f (230m)

MON-D9

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down mph	Up mph		At or between
<u>Pages 51-54 - Amend - continued</u>							
	<u>Newton-on-Ayr</u>	39	730				
	Newton Jn (See page 64)	39	880		<u>10</u>	<u>Through jn to Ayr Harbour Jn.</u>	
	OHNS	39	900		<u>20</u>	<u>Through jn to Killoch branch</u>	
	Down Ayr Signal PA340	39	970		<u>40</u>	<u>40m290yd and 40m680yd</u>	
					<u>40</u>	<u>40m680yd and 40m920yd</u>	
					<u>50</u>	<u>40m920yd and 40m1740yd</u>	
	<u>Ayr</u>	40	1080				
	40	1360		<u>30</u>	<u>Through crossover.</u>		
Belmont LC (CCTV)	41	990		<u>45</u>	<u>Through crossover.</u>		
	43	1170		<u>20</u>	<u>Through jn to Benbane branch</u>		
						Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes. Controlled from <u>Paisley S.C.</u>	
<u>Page 55</u>							
	<u>Between Girvan and Pinwherry</u>						
	<u>Amend:-</u>			<u>20</u>	<u>20</u>	<u>Bridge No.9, 1m680yd and 1m730yd.</u>	
	to read:-			<u>45</u>	<u>45</u>	<u>Bridge No.9, 1m680yd and 1m730yd.</u>	
							Amended (8/11/86)
							(1/9/86)

NON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
Pages 61 and 62					
Amend:- KILWINNING JN TO LARGS table to read:-					
	Kilwinning Jn (See Page 53)	25 1540	<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	Kilwinning	26 0	<u>40</u>	<u>25</u>	Through jn. Entering over and leaving Up Goods Loop.
			<u>40</u>	<u>40</u>	25m1560yd and 26m150yd
	Dubbs Jn (See Page 63)	26 1500	<u>40</u>	<u>40</u>	Through facing crossover.
			<u>25</u>	<u>25</u>	Through Jn to Byrehill Jn.
	Stevenston (See Page 62)	28 550	<u>40</u>	<u>40</u>	Through trailing crossover. Entering Down Goods loop.
			<u>40</u>	<u>40</u>	
	Stevenston LC (CCTV)	28 680	<u>50</u>	<u>50</u>	29m730yd and 29m1690yd
	Saltcoats	29 1210	<u>50</u>	<u>50</u>	Through connection to Up Largs.
	Ardrossan Sth Beach (See Page 63)	30 840 30 1060	<u>25</u>	<u>25</u>	Through jn to Ardrossan Harbour. 30m1060yd and 31mp.
<u>50</u>			<u>50</u>		
West Kilbride Hunterston (See Page 63)	35 220 36 1140	<u>25</u>	<u>25</u>	Over connection Single line to Up Freight.	
Fairlie High Sdg GF (S)	38 1650				

The lines between Kilwinning Jn and Largs are controlled from Paisley SC.

DGL 1515f (460m)

110-NOM


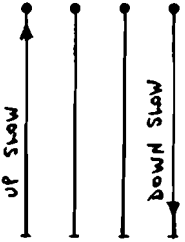
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Pages 61 and 62 - Amend - continued</u>					
	Fairlie High	39 20			
	Fairlie Tunnel (990 yards)	39 260 to 39 1250			
	Admiralty Sdg GF (S)	39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.
	Largs	42 150			(Amended 23/11/86)
<u>Page 62</u>					
Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
	Misk	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED
	Stevenston (See Page 61)	0 0			Controlled from Paisley SC.  (14/9/86)
<u>Page 63</u>					
<u>Delete - HOLM JN TO ARDROSSAN HARBOUR table.</u>					
<u>Add:-</u>					
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
	Ardrossan Sth Beach (See Page 61)	30 840	25	25	MAXIMUM PERMISSIBLE SPEED
	Princes St LC (CCTV)	30 1030			Controlled from Paisley SC. No Train Staff.
	Ardrossan Hbr LC	31 150			Controlled from Ardrossan Hbr LC
	Ardrossan Hbr	31 620			
	Ardrossan Hbr	31 840			(14/9/86)

See General Instructions Page 21

MON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
<u>Page 63 - continued</u>						
<u>BYREHILL JN TO DUBBS JN</u>						
<u>Add:-</u>						
	OHNS	0	925			(8/11/86)
<u>Page 69</u>						
<u>MOTHERWELL TO PERTH</u>						
<u>Delete:-</u>						
	St Ninians LC	117	460			(30/10/86)
<u>Page 78</u>						
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>						
<u>Bo'ness</u>						
<u>Add:- DPL 970f (295m) to remarks column.</u>						
						(6/9/86)
<u>Page 79</u>						
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>						
<u>Amend : Cadder (East end) to Cadder (West end) to read:-</u>						
	Cadder (East end) (CR)	5	880	<u>15</u>	<u>Entering Down slow line.</u>	
				<u>30</u>	<u>Over and leaving Down slow line.</u>	
	Cadder (West end)	4	1010	<u>30</u>	<u>Entering, over and leaving Up slow line</u>	All lines between Cadder (West end) (incl.) and <u>Queen St</u> are controlled from Cowlairs. (23/8/86)

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 81</u>					
	<u>POLMONT JN TO LARBERT JN</u>				
	<u>Amend:-</u>		50	50	MAXIMUM PERMISSIBLE SPEED
	<u>to read:-</u>		60	60	MAXIMUM PERMISSIBLE SPEED
	BETWEEN POLMONT JN AND 24M1120YD				
	BETWEEN 24M1120YD AND LARBERT JN		50	50	MAXIMUM PERMISSIBLE SPEED
	<u>Add:-</u>		50	50	21m440yd and 21½mp.
	<u>Delete:-</u>		40	40	Over curves 22½mp and 23m220yd.
	<u>Add:-</u>		55	55	Over curves 22m530yd and 22m210yd.
			50	50	23m1340yd and 23m1600yd.
					(23/8/86)
<u>Page 85</u>					
	<u>AIRDRIE TO HELENSBURGH</u>				
	<u>Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to read:-</u>				
	BETWEEN KNIGHTSWOOD NORTH JN AND 22m1140yd		60	60	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 22m1140yd AND HELENSBURGH		40	40	MAXIMUM PERMISSIBLE SPEED
					(5/10/86)
<u>Page 93</u>					
	<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>				
	Clydebank Dock Jn				(14/6/86)
	<u>Add:-</u>		30		Through east end main line trailing crossover.
				30	Through west end main line facing crossover.
					(14/9/86)
<u>Page 94</u>					
	<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>				
	<u>To read:-</u>				
	<u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>				
	⋮		5	5	MAXIMUM PERMISSIBLE SPEED
	Clydebank Central Jn (See page 93)	0 0			Controlled from Clydebank Dock Jn
	⋮	0 90			Only one train may be allowed on the line at a time
	⋮	109 110			(30/8/86)
	⋮				
	Old Kilpatrick	111 570			

NON-D14



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 95</u>					
	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>				
	<u>Delete:-</u>		<u>25</u>	<u>35</u> <u>0m110yd and 0½mp</u>	(5/10/86)
<u>Page 101</u>					
	<u>MALLAIG JN TO MALLAIG</u>				
	Morar LC (AOCL)	36 1230			
	<u>Delete:- note in remarks column</u>				(21/9/86)
<u>Page 102</u>					
	<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u> <u>Between Tweedmouth and Berwick-upon-Tweed</u>				
	Tweedmouth (T)				
	<u>Add:- mileage</u>	65 1720			(13/9/86)
	<u>Berwick-upon-Tweed</u>				
	<u>Add:- mileage</u>	67 00			

NON-D15

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down Up	At or between	
<u>Page 112</u>						
<u>Amend:- LOCHEND JN TO BONNINGTON SOUTH (GOODS LINE) table</u>						
to read:-						
<u>LOCHEND JN TO LEITH WALK (GOODS LINE)</u>						
BETWEEN LOCHEND JN AND EASTER ROAD JN				<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED
BETWEEN EASTER ROAD JN AND LEITH WALK				<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED
T A T O T	Lochend Jn (See Page 111)	0	0		<u>25</u>	<u>Through jn to Abbeyhill line</u>
	Easter Road Jn (See below)	<u>0</u>	<u>880</u>	<u>10</u>	<u>10</u>	<u>Over connections to and from Leith Walk.</u>
	Leith Walk	1	1320			
<u>Page 126</u>						
<u>ELBOWEND JN TO CROMBIE RNAD (GOODS LINE)</u>						
<u>Amend:- 2nd note in Remarks column</u>						
to read:-						
Train Staff is kept in Elbowend Jn GF. (2/11/86)						
<u>Page 127</u>						
<u>GLENCRAIG GF TO BOWHILL (GOODS LINE)</u>						
<u>Amend:- 2nd note in Remarks column</u>						
to read:-						
Train Staff is kept in Glencraig GF. (2/11/86)						
<u>Page 129</u>						
<u>PERTH TO INVERNESS</u>						
<u>Amend note in Remarks column</u>						
to read:-						
The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)						

MON-D16

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 134 and 135</u>					
<u>Amend Between Culloden Moor and Inverness to read:</u>					
	Culloden Moor	111 660	40	40	<u>Up line to single line</u>
	/T/	114 880	55	55	<u>Over curves, 116m1120yd and 117m310yd</u>
	Millburn Jn (see page 141)	117 440	40	40	<u>117m310yd and 117m380yd</u>
	Welsh's Bridge (see pages 141 and 143)	117 1230	15	15	<u>117m380yd and 118m70yd</u>
	Locomotive	117 1470			
	<u>Inverness</u>	118 70			
<u>Page 140</u>					
<u>ABERDEEN TO INVERNESS</u>					
<u>Amend:-</u>	Kinloss LC (AHB)	3 220			
<u>to read:-</u>	Kinloss LC (AHB)	2 1650			
<u>Amend:-</u>	Forres LC	0 330			
<u>to read:-</u>	Forres LC	0 352			(2/8/86)
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>					
<u>Amend</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	
<u>to read:-</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	(9/8/86)

MON-D17

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 141					
Amend between Allanfearn LC (AOCL) and Inverness to read:					
	Allanfearn LC (AOCL)	140 1210	<u>25</u> <u>40</u>	<u>35</u> <u>55</u>	<u>Approaching LC</u>
	Raigmore LC	143 200	<u>15</u>	<u>15</u>	<u>143m170yd and 143m440yd</u>
	Millburn Jn (see page 134)	<u>143 440</u> <u>117 440</u>	<u>10</u>	<u>10</u>	<u>Over single connecting line between Forres and Aviemore lines</u>
	Welsh's Bridge (see pages 135 and 143)	117 1230	<u>15</u>	<u>15</u>	<u>117mp and 118m70yd</u>
	Locomotive	117 1470			
	<u>Inverness</u>	118 70			
Page 143					
<u>INVERNESS TO WICK</u>					
Between Welsh's Bridge and Clachnaharry					
Amend					
to read:					
			<u>20</u>	<u>20</u>	<u>117m1230yd and 0m900yd (total distance 1010yd)</u>
			<u>15</u>	<u>15</u>	<u>117m1230yd and 0m500yd (total distance 610yd)</u>
			<u>20</u>	<u>20</u>	<u>0m500yd and 0m900yd</u>
					(28/9/86)

MON-D18

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Page 144</u>					
<u>Delny LC (AOCL)</u> <u>Amend:-</u>  to read:-			30	30	<u>Approaching L.C.</u>
			55	55	
			30	30	<u>Approaching L.C.</u>
			55	55	
<u>Page 145</u>					
<u>Between Brora L.C. (AOCL) and Brora</u> <u>Amend:-</u>	Brora LC (AOCL)	90 680	10	10	
		90 1060	15	15	
to read:-	Brora LC (AOCL)	90 680	10	10	
	Brora	90 1060	15	15	
<u>HAYMARKET WEST JN TO ABERDEEN</u>					
<u>Page 157</u>					
<u>Amend:-</u> to read:-	Portlethan				
	Portlethan				
<u>Page 159</u>					
<u>PERTH TO INVERNESS</u> <u>Amend note in Remarks column</u> to read:-					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

MON-D19

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 166					
Amend between Culloden Moor and Inverness to read:					
	Culloden Moor	111 660		40	<u>Up line to single line</u>
	<u>/T/</u>	114 880	65	65	<u>Over curves, 116m1120yd and 117m310yd</u>
			40	40	<u>117m310yd and 117m380yd</u>
			15	15	<u>117m380yd and 118m70yd</u>
	Millburn Jn (see page 141)	117 440			
	Welsh's Bridge (see pages 141 and 143)	117 1230			
	Locomotive	117 1470			
<u>Inverness</u>	118 70				

(28/9/86)

NON-D20

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

## SECTION 2

## TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
---------	-------	-------------	--------------

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 6Perth 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 7Inverness 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 C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPPage 8Amend:- 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 9Perth 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)

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	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
Add:-				
<u>Kilwinning Jn to Largs</u>				
Stevenston	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 Notice No.16				Amended (27/9/86)

Page 12

Add:-				
<u>Haymarket West Jn to Aberdeen</u>				
Dundee Central Jn	Camperdown Jn	F	-	-
(This amends the item published in WON No.30)				Amended (25/10/86)

Add :-				
<u>Perth to Inverness</u>				
Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	-
Add :-				
<u>Aberdeen to Inverness</u>				
Millburn Jn	Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-
<u>Inverness to Wick</u>				
Add :-				
Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-
				(28/9/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEX

Add:-		Page
Class 318 Electric Multiple Units-Emergency Couplings		56
		(1/9/86)

Page (ii)

Add:-		Page
Instructions 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

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

<u>Signal Box</u>	<u>Area/Location</u>	<u>Line</u>	<u>Remarks</u>
-------------------	----------------------	-------------	----------------

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 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 ahead.

Page 153. Transference of TokensAmend 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 exempt 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 185 Admission of a Train to an Obstructed Section5.1 Train failed on single lineAmend:- 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 21SINGLE LINES - ONE TRAIN WORKING WITHOUT TRAIN STAFFAdd:- 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)

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:-

<u>Depot</u>	<u>Type</u>	<u>Number</u>
Fort William	1-Independent Snow Plough	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	1-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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 55 - Operation of Thyristor Controlled Traction UnitsAmend 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 56Amend heading "Route Availability of Class 303/311 and 314 multiple unit trainsto read:- Route Availability of Electric Multiple Units.

(6/9/86)

Page 56Add:-

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

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Maximum Unfitted load (tonnes)</u>
-------------	-----------	-------------	---------------------------------------

Engineer's trains1. Assisting in rearPage 81:-Add:-Airdrie to Helensburgh

Parkhead North Jn Sunnyside Jn

Up

115

(16/11/86)

Page 83CONTINUOUS BRAKE TRAIN OPERATION

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Applicable to trains with unfitted portion exceeding (tonnes)</u>
-------------	-----------	-------------	--

Airdrie to HelensburghDelete:-

Parkhead North Jn Sunnyside Jn

Up

115

(16/11/86)

Haymarket West Jn AberdeenDelete:-

Dundee Central Jn Camperdown Jn Down and Up

60

(This amends the item published in WON 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.
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) :-

<u>Signal No.</u>	<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.
6. Drivers must ensure that radio channel changes take place at the marked locations.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDEMANNING 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

<u>Platform No</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>				
1	G2	G38	<u>Ayr</u> 1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
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 4LOCAL INSTRUCTIONSINDEX

Page (iv)

Add :- Largs entry

Page

35 (27/9/86)

Page (v)

Add :- Millerhill Electrification Depot

72 (27/9/86)

Page 23

DUMFRIESReception 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)

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

STIRLINGDelete: Cape Insulation Works sds and relevant instructions.

(22/11/86)

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)

Page 57Add:-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.
2. Between Chivas Regal Sidings and Dalmuir Riverside - Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 72Add :-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)

INVERNESSPage 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 91Propelling passenger trainsDelete:- 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 - continuedMISCELLANEOUS INSTRUCTIONSROLLER 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 unless 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

Delete:- Between Kilwinning 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:-

Location	Lines affected	Mileage At or between				Restriction mph	Remarks
		M	Yd	M	Yd		
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)

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)

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 person 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 give 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 - continuedMISCELLANEOUS INSTRUCTIONS - continuedWORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY - continued3. 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 is 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)

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.



# 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

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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 ATEMPORARY 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.

Location	Lines affected		Mileage				Restriction mph	Remarks	
			At or between						
			M	Yd	M	Yd			
<u>CARLISLE TO GLASGOW CENTRAL</u>									
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	-	100	1500	101	44	20	Condition of track. (86/20) Clyde sdale
<u>MIDCALDER JN TO HOLYTOWN JN</u>									
8	Hartwood and Bellside GF	Down	-	6	980	6	985	40	Condition of track. (86/4)
<u>LAW JN TO UDDINGSTON JN</u>									
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)
<u>LARKFIELD JN TO SHIELDS JN</u>									
11	Terminus Jn and Shields Jn	Down	-	101	1140	101	1320	20	Condition of track. (86/63)

## WON-A2

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>								
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)
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>								
16 Crosshill	Inner	-	1	340	0	1500	20	Trackwork. (86/30) <u>See Section 'D'.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>								
17 Shields Jn	Down	-	1	88	1	220	20	Condition of track. (86/33)
18 Lochwinnoch and Johnstone	-	Up	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. (86/36) <u>Begins 10 00 Sun 30 Nov.</u>
<u>SHIELDS JN TO CORKERHILL CSMD (GOODS LINE)</u>								
22 Shields Jn	-	Up	1	440	1	110	20	Condition of track. (86/33)
<u>PAISLEY TO GOUROCK</u>								
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)
<u>WEMYSS BAY JN TO WEMYSS BAY</u>								
25 Wemyss Bay Jn and Containerbase	Down	-	0	120	0	640	20	Trackwork. (86/25)

WON-A3

Location	Lines affected		Mileage				Restriction mph	Remarks	
			At or between						
			M	Yd	M	Yd			
<u>KILWINNING JN TO LARGS</u>									
26	West Kilbride and Ardrossan South Beach	-	Up	33 1100	33	440	20	Trackwork. (86/26) <u>Finishes 12 00 Sun 30 Nov.</u>	
27	West Kilbride and Ardrossan South Beach	-	Up	35 1200	35	220	20	Trackwork. (86/35)	
<u>MOTHERWELL TO PERTH</u>									
28	Plean Jn and Polmaise	Down	Up	116 500	116	520	$\frac{20}{40}$	Condition of track. (86/31) <u>Finishes 00 00 Sun 30 Nov.</u>	
29	Kippenross Tunnel and Dunblane	Down	-	122 1450	122	1550	$\frac{20}{40}$	Trackwork. (86/36) <u>Begins 16 00 Sun 30 Nov.</u>	
30	Dunblane and Greenloaning	Down	-	124 1020	124	1180	20	Condition of UB No.6. (86/33)	
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>									
31	Langloan Jn and Carmyle Jn	Down	-	2 1300	2	1230	20	Condition of track. (86/10)	
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>									
32	Haymarket Station	Down	-	1 470	1	570	20	Trackwork. (86/32)	
33	Haymarket Station	-	Up	45 1720	$\frac{46}{1}$	$\frac{000}{530}$	) 20	Trackwork. (86/32)	
				1 530	1	470	)		
				Overall mileage = 100yd					
34	Haymarket East Jn and Haymarket Central Jn	Down	-	45 1496	45	836	20	Trackwork. (86/35)	
35	Greenhill Upper Jn and Falkirk High	-	Up	17 1196	18	316	$\frac{20}{40}$	Trackwork. (86/35) <u>Finishes 18 00 Sun 30 Nov.</u>	
36	Greenhill Upper Jn and Falkirk High	-	Up	17 796	17	1676	$\frac{20}{40}$	Trackwork (86/36) <u>Begins 18 00 Sun 30 Nov.</u>	
37	NOT USED								
<u>CRIANLARICH TO OBAN</u>									
38	Loch Awe and Taynuilt	Single		51 1408	51	1496	10	Bridgework (UB No.213). (86/35)	

## WON-A4

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>								
39	Berwick-Upon-Tweed and Reston GSP	Down	-	54 704	54 220		<u>20</u> 40	Trackwork (86/35)
40	Reston GSP and Berwick-Upon-Tweed	-	Up	54 220	54 704		20	Trackwork. <u>Applies 03 00 to</u> <u>16 00 Sun 30 Nov.</u>
41	Innerwick GSP and Grantshouse	-	Up	39 1605	40 522		20	Track maintenance. <u>Applies 01 50 to 06 30</u> <u>daily Tue 2 and Wed 3 Dec.</u>
42	Innerwick GSP and Grantshouse	-	Up	38 1469	39 1605		20	Track maintenance. <u>Applies 01 50 to 06 30</u> <u>daily Thu 4 and Fri 5 Dec.</u>
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) <u>Finishes 15 00 Wed 3 Dec.</u>
45	Prestonpans and Monktonhall Jn	Down	-	8 704	8 00		20	Trackwork. <u>Applies 04 00 to 16 30</u> <u>Sun 30 Nov.</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>								
46	Millerhill and Niddrie South Jn	Down	Up	4 1280	4 1100		20	Condition of track. (85/22)
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>								
47	Niddrie South Jn and Craiglockhart Jn	Down	-	4 1440	4 570		20	Trackwork. (86/32)
<u>HAYMARKET WEST JN TO ABERDEEN</u>								
48	Thornton North and Sinclairtown	-	Up	30 880	30 396		20	Trackwork. (86/34) <u>Finishes 15 00 Wed 3 Dec.</u>
49	Sinclairtown and Thornton North	Down	-	30 580	30 840		20	Trackwork (86/36) <u>Begins 09 00 Thu 4 Dec.</u>
50	Dundee Central Jn and Tay Bridge South	-	Up	57 220	56 910		20	Trackwork. (86/28) <u>See Section 'D'.</u>
51	Tay Bridge South and Dundee Central Jn	Down	-	56 910	57 220		30	Trackwork. <u>Applies 23 30 Sat 29 to</u> <u>16 15 Sun 30 Nov.</u>
52	Arbroath LC and Inverkeilor	Down	Up	21 880	22 00		70	Condition of track. (86/29)

WON-A5

Location	Lines affected	Mileage				Restriction mph	Remarks
		At		between			
		M	Yd	M	Yd		
<u>LADYBANK JN TO HILTON JN</u>							
53	Ladybank Jn and Clatchard Craig South GF	Single	5 1680	6 00	20	Bridgework (UB No.13) (86/8)	
<u>PERTH TO INVERNESS</u>							
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. (86/36) <u>Begins 10 00 Fri 5 Dec.</u>	
<u>ABERDEEN TO INVERNESS</u>							
56	Rosarie LC and Elgin	Single	27 198	26 1078	$\frac{30}{50}$	Condition of track. (85/33)	
57	Allanfearn LC (AOCL) and Raigmore LC	Single	140 550	140 1290	$\frac{20}{40}$	Trackwork. (86/32) <u>Finishes 10 00 Fri 5 Dec.</u>	
<u>INVERNESS TO WICK</u>							
58	Tain and Ardgay	Single	44 890	44 1210	20	Trackwork. (86/36) <u>Begins 08 00 Sun 30 Nov.</u>	
<u>DINGWALL TO KYLE OF LOCHALSH</u>							
59	Achterneed and Garve	Single	8 1640	9 880	20	Trackwork. (86/35)	

=====

SECTION BTEMPORARY ENGINEERING WORKS

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL</u>		
<u>UNTIL FURTHER NOTICE</u>		
60 Shieldmuir Jn and Motherwell	All	00 00 to 05 00 daily. Signalling work.
61 Glasgow Central	All	00 00 to 06 00 daily. Signalling work.
<u>SATURDAY 29 NOVEMBER</u>		
62 Law Jn and Shieldmuir Jn	Down and Up	BLOCKED 00 50 to 05 10. Overhead line work. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>
63 Glasgow Central	Line No.1 Up	BLOCKED 00 30 to 05 30. Track renewal at points No.363.
<u>SATURDAY 29 and SUNDAY 30 NOVEMBER</u>		
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.
<u>SUNDAY 30 NOVEMBER</u>		
65 Carlisle South Jn	All	BLOCKED 06 00 to 14 00 ) Track renewal and signalling
	All	<u>Between Trains</u> 14 00 to 15 00 ) work. <u>Possession to be given up for the passage of WTT services.</u>
66 Kingmoor	All	07 30 to 16 00. Signalling work. <u>Points and signals disconnected.</u>
67 Floriston LC and Gretna Jn	Down Main	BLOCKED 05 45 to 14 30 ) Track renewal.
	Up Main	BLOCKED 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) 00 00 to 01 30 ) Bridgework (UB No.53), track
	Down and Up	BLOCKED 01 30 to 17 00 ) <u>Isolation of electrical sections EU1 and 2.</u>
70 Lockerbie	All	08 00 to 17 00. Signalling work.
71 Summit and Beattock North	Up	BLOCKED 02 00 to 16 15 ) Track maintenance and erecting
	Down	BLOCKED 07 00 to 16 15 ) radio mast. <u>Isolation of electrical sections L1, 2, 3 and 4.</u>
72 Summit and Symington GF	Down and Up	BLOCKED (to electric trains) 00 00 to 02 15 ) Track renewal, track
	Down and Up	BLOCKED 02 15 to 06 15 ) rails, bridgework (OB No.288) and overhead line work. <u>Isolation of electrical sections LC1 and 2.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 30 NOVEMBER - continued</u>		
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. <u>Isolation of electrical sections LC1 and 2, 07 00 to 16 00.</u>
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. <u>Isolation of electrical sections MC3 and 4.</u>
76	Law Jn and Shieldmuir Jn	Down and Up BLOCKED 00 00 to 16 15. Loading material and track maintenance. <u>Trains diverted via Wishaw Central.</u> <u>Isolation of electrical sections MCL, 2, 3 and 4.</u>
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 MNI and 2 and ML1 and 2.</u>
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. <u>Trains diverted via R &amp; C lines. Isolation of electrical sections MN1 and 2.</u>
80	Newton West Jn and Rutherglen East Jn	Down BLOCKED Up BLOCKED Down Passenger Loop BLOCKED Down <u>Between Trains</u> BLOCKED (to electric trains) Down BLOCKED 00 45 to 05 15 ) Overhead line work, track 00 45 to 08 00 ) renewal and earthwork. <u>Single</u> 00 45 to 08 00 ) <u>line working over Down line</u> ) <u>(For 1507) 05 15 to 05 45.</u> 05 15 to 05 45 ) <u>Trains diverted via R &amp; C</u> ) <u>lines. Isolation of electrical</u> ) <u>sections EN1 and 2.</u> 05 45 to 08 00 )
81	Rutherglen East Jn and Rutherglen Central Jn	Down and Up <u>Between Trains</u> 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. <u>Isolation of electrical sections EN1 to 4.</u>
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. <u>Isolation of electrical sections EN2(b to h), EB1(j) and EB2(a).</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 30 NOVEMBER - continued</u>		
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. <u>Isolation of electrical sections EG1, 2, 3 and 4, EN3(a and b) and EN4(d).</u>
85 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) No.1 Down and Up BLOCKED No.1 Down and Up BLOCKED (to electric trains)	00 00 to 15 30 ) Track renewal. Isolation of ) <u>electrical sections EG1 and 2,</u> ) <u>EG3(a to g) and EG4(d and e).</u> ) ) 00 00 to 15 30 ) ) ) ) ) ) ) ) ) ) ) 00 00 to 08 00 ) ) 08 00 to 15 30 ) ) )
86 Glasgow Central	All	08 00 to 17 00. Signalling work.
<u>SUNDAY 30 NOVEMBER and MONDAY 1 DECEMBER</u>		
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 sections MC4, 23 00 Sun to 01 15 Mon and MC3, 01 50 to 05 00 Mon.</u>
<u>MONDAY 1 DECEMBER</u>		
88 Abington and Symington GF	Down BLOCKED	07 20 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. <u>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.</u>
<u>MONDAY 1 to WEDNESDAY 3 DECEMBER</u>		
90 Beattock North and Summit	Down BLOCKED	07 00 to 09 45 daily. Track maintenance.
<u>TUESDAY 2 DECEMBER</u>		
91 Rutherglen West Jn and Rutherglen East Jn	Up Slow <u>Between Trains</u> BLOCKED (to electric trains)	00 00 to 06 00. Loading material. <u>Isolation of electrical sections EN3(d, p and q).</u>
92 Bridge Street Jn and Glasgow Central	No.3 Line BLOCKED	00 00 to 06 00. Track maintenance.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>TUESDAY 2 and WEDNESDAY 3 DECEMBER</u>		
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.
<u>TUESDAY 2 to THURSDAY 4 DECEMBER</u>		
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.
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
97 Abington and Symington GF	Down BLOCKED (to electric trains)	07 20 to 10 15 daily. Overhead line work. <u>Isolation of electrical sections LC2 and 4.</u>
98 Law Jn and Shieldmuir Jn	Down and Up BLOCKED	00 50 to 05 10 daily. Overhead line work. <u>Trains diverted via Wishaw Central. Isolation of electrical sections MC1(f) and MC2(a).</u>
99 Bridge Street Jn and Glasgow Central	Lines Nos.3, 4 and X BLOCKED	00 10 to 05 00 daily. Track renewal.
<u>WEDNESDAY 3 and THURSDAY 4 DECEMBER</u>		
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>
<u>WEDNESDAY 3 to FRIDAY 5 DECEMBER</u>		
101 Uddingston Jn and Newton East Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Loading material. Crane and mechanical equipment in use.
102 Newton East Jn and Newton West Jn	Down Main and Up Loop BLOCKED Up Main <u>Between Trains</u>	00 00 to 07 40 daily. Loading material. Crane and mechanical equipment in use.
103 Newton West Jn and Rutherglen East Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Loading material and track maintenance. Crane and mechanical equipment in use.
<u>THURSDAY 4 and FRIDAY 5 DECEMBER</u>		
104 Glasgow Central	No.7 Down line BLOCKED	00 30 to 05 30 daily. Track renewal at points No.372.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>FRIDAY 5 DECEMBER</u>		
105 Bridge Street Jn and Glasgow Central	Lines X and Y and connecting lines 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)	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections EG1 and 2, EG3(a to g) and EG4(d and e).</u>
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
106 Slateford Jn and Haymarket East Jn	Down <u>Between Trains</u>	07 00 to 16 00 daily. Construction work. Mechanical equipment in use.
<u>SUNDAY 30 NOVEMBER</u>		
107 Auchengray LC and Midcalder Jn	Down and Up BLOCKED	08 00 to 16 00. Signalling work (Auchengray LC) and drainage.
108 Curriehill GSP and Slateford	Down and Up BLOCKED	12 00 to 16 00. Bridgework (UB No.131AA).
<u>MONDAY 1 to FRIDAY 5 DECEMBER</u>		
109 Auchengray LC and Midcalder Jn	Down BLOCKED	08 15 to 11 15 daily. Track renewal between 81m880yd and 82m880yd.
<u>TUESDAY 2 and WEDNESDAY 3 DECEMBER</u>		
110 Auchengray LC and Carstairs East Jn	Up BLOCKED	00 30 to 02 00 daily. Track maintenance.
<u>MIDCALDER JN TO HOLYTOWN JN</u>		
<u>SUNDAY 30 NOVEMBER</u>		
111 West Calder and Benhar Jn	Down and Up BLOCKED	00 00 to 08 15. Track maintenance and track renewal between 18m440yd and 11m1220yd.
<u>LAW JN TO UDDINGSTON JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
112 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
<u>SUNDAY 30 NOVEMBER</u>		
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. <u>Possession to be given up for the passage of OS03 00 40 (LD) Mossend NY to Carstairs over Up line.</u>
<u>WISHAW CENTRAL JN TO SHIELDMUIR JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
114 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MOSSEND EAST JN TO MOSSEND SOUTH JN (EAST CURVE)</u>		
<u>SUNDAY 30 NOVEMBER</u>		
115 Mossend East Jn	Down and Up	BLOCKED 00 15 to 07 30. Track maintenance (Switches and Crossings).
<u>MOSSEND EAST JN TO MOSSEND NORTH JN (NORTH CURVE)</u>		
<u>SUNDAY 30 NOVEMBER</u>		
116 Mossend East Jn	Down and Up	BLOCKED 00 15 to 07 30. Track maintenance (Switches and Crossings). <u>Possession to be given up for passage of 0503, 00 40 LD Mossend North Yard to Carstairs over Up line.</u>
<u>MOTHERWELL TO NEWTON EAST JN (VIA HAMILTON)</u>		
<u>SUNDAY 30 NOVEMBER</u>		
117 Motherwell and Hamilton Central	Down and Up	BLOCKED 00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). <u>Possession to be given up for the passage of 1507, 21 00 Euston to Inverness over Up line. Isolation of electrical section MHL.</u>
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
118 Motherwell and Hamilton Central	Down and Up	BLOCKED 00 00 to 05 30 daily. Loading material.
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>		
<u>SUNDAY 30 NOVEMBER</u>		
118A Rutherglen North Jn and Finnieston	Down and Up	BLOCKED 00 00 to 08 00. Track renewal.
<u>TUESDAY 2 DECEMBER</u>		
119 Rutherglen Central Jn and Rutherglen North Jn	Down and Up	BLOCKED 00 00 to 06 00. Loading material. <u>Isolation of electrical sections PR1 and 2.</u>
<u>LARKFIELD JN TO SHIELDS JN</u>		
<u>SUNDAY 30 NOVEMBER</u>		
120 Larkfield Jn and Shields Jn	Down BLOCKED Up <u>Between Trains</u> BLOCKED (to electric trains)	07 00 to 18 00. Overhead line work, drainage, loading material and signalling work. <u>Isolation of electrical sections EN2(b to h), EBI(j) and EB2(a). Crane and mechanical equipment in use.</u>
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>		
<u>SUNDAY 30 NOVEMBER</u>		
121 Dumfries Station	Down and Up <u>Between Trains</u>	07 00 to 16 00. Loading material and track renewal. Crane and mechanical equipment in use.
121A New Cumnock and Auchinleck	Down BLOCKED Up <u>Between Trains</u>	07 05 to 15 30. Loading rails. Crane and mechanical equipment in use.
122 Kilmarnock	Platforms Nos.1 and 2 BLOCKED	00 00 to 09 00. Earthwork and track renewal.
123 Busby Jn and Muirhouse Central Jn	Down and Up <u>Between Trains</u>	07 00 to 17 00. Slip treatment.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

BRIDGE STREET JN TO STRANRAER - continuedUNTIL FURTHER NOTICE - continued

136 Irvine	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work and bridgework (UB No.21).
137 Prestwick	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Station work.
138 Ayr	All <u>Between Trains</u>	08 00 to 16 00 daily. Platform work.

SUNDAY 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)	All	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. <u>Isolation of electrical sections SL3 and 4, 01 00 to 08 00.</u>
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 SA1 to 4, 01 00 to 08 00.</u>
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 Cirvan 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 <u>Between Trains</u>	07 00 to 16 00. Drainage.

WON-89

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between                      Lines affected                      Remarks

BRIDGE STREET JN TO STRANRAER - continued  
TUESDAY 2 DECEMBER

153A Newton Jn                      Down Between Trains                      00 30 to 05 30. Track renewal.  
and Ayr

TUESDAY 2 to FRIDAY 5 DECEMBER

154 Hillington                      Down and Up BLOCKED                      00 30 to 05 30 daily. Retaining wall work,  
West and Paisley                      signalling work and bridgework (OB No.17).  
Gilmour Street                      Isolation of electrical sections EB1(a to g),  
EB2(g to m) 01 00 to 05 00.

155 Johnstone and                      Down and Up BLOCKED                      00 10 to 05 30 daily. Track renewal and  
Lochwinnoch                      track maintenance.

156 Glengarnock and                      Down and Up BLOCKED                      00 10 to 05 40 daily. Track renewal and  
Kilwinning                      track maintenance.

157 Kilwinning Jn                      Down and Up BLOCKED                      00 10 to 05 30 daily. Track renewal.  
and Irvine

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                      Down and Up BLOCKED                      00 00 to 09 15. Track renewal. Isolation  
Corkerhill CSMD                      of electrical sections EK1(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

161 Corkerhill CSMD                      Single BLOCKED                      00 00 to 09 15. Track renewal.  
GF and Hawkhead

PAISLEY TO GOUROCK  
SATURDAY 29 NOVEMBER

162 Wemyss Bay Jn                      All                      00 00 to 07 00. Signalling work.

163 Gourock                      Down and Up BLOCKED                      00 30 to 05 30. Station work. No EMUs on  
Platform No.2.

SUNDAY 30 NOVEMBER

164 Bishopton                      Down and Up BLOCKED                      00 45 to 07 00. Earthwork, track renewal  
and Langbank                      and track maintenance. Isolation of electrical  
sections GB3 and 4.

165 Wemyss Bay Jn                      All                      08 00 to 17 00. Signalling work.  
and Gourock

166 Greenock                      Down and Up BLOCKED                      00 45 to 07 30. Track renewal and  
Central and                      track maintenance.  
Gourock

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>PAISLEY TO GOUROCK - continued</u>		
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
167 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>
<u>WEDNESDAY 3 DECEMBER</u>		
168 Wemyss Bay Jn and Greenock Central	Down and Up	BLOCKED 00 30 to 05 30. Track maintenance.
<u>WEDNESDAY 3 and THURSDAY 4 DECEMBER</u>		
169 Gourock	Down and Up (to electric trains)	BLOCKED 00 30 to 05 30 daily. Platform work. <u>Isolation of electrical sections GGI and 2.</u>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SATURDAY 29 NOVEMBER</u>		
170 Wemyss Bay Jn	Down and Up	BLOCKED 00 30 to 05 30. Signalling work.
<u>SUNDAY 30 NOVEMBER</u>		
171 Wemyss Bay Jn and Wemyss Bay	Single	08 00 to 17 00. Signalling work.
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
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).
<u>SATURDAY 29 NOVEMBER</u>		
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.
<u>SUNDAY 30 NOVEMBER</u>		
176 Kilwinning Jn and Saltcoats	Down and Up	BLOCKED 00 30 to 09 30. Engineering work.
177 Saltcoats and Hunterston	Up Freight Single Single <u>Between Trains</u> Up Freight <u>Between Trains</u>	BLOCKED 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 ) )
178 Hunterston and Largs	Single	BLOCKED 00 50 to 09 00. Engineering work. <u>No DMU's on platform No.1.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>KILWINNING JN TO LARGS - continued</u>		
<u>MONDAY 1 to FRIDAY 5 DECEMBER</u>		
179 Saltcoats	Down and Up BLOCKED (to electric trains)	00 00 to 05 30 daily. Engineering work. <u>Isolation of electrical sections SL1 and 2,</u> <u>01 00 to 05 00</u>
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 ) <u>given up for passage</u> <u>of 1290 Sandite train over Up Freight Monday and</u> <u>Wednesday only.</u>
181 Largs	No.2 Platform BLOCKED	09 00 to 16 00 daily. Engineering work. <u>No DMU's on platform No.2</u>
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
182 Hunterston and Largs	Single BLOCKED	00 45 to 05 45 daily. Engineering work.
<u>MOTHERWELL TO PERTH</u>		
<u>SUNDAY 30 NOVEMBER</u>		
183 Mossend North Jn and Whifflet South Jn	Down BLOCKED Up BLOCKED <u>Down Between trains</u> <u>Up Between Trains</u>	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 <u>Down Between Trains</u>	00 15 to 08 00. Loading material. Crane and mechanical equipment in use.
187 Greenhill Lower Jn and Cumbernauld	Up BLOCKED <u>Down Between Trains</u>	00 15 to 08 30. Track renewal and track maintenance.
188 Carmuir West Jn and Greenhill Lower Jn	Up BLOCKED <u>Down Between Trains</u>	00 15 to 08 30. Track renewal.
189 Larbert North and Larbert Jn	Up BLOCKED <u>Down Between Trains</u>	00 15 to 08 00. Track maintenance.
189A Plean Jn	Down and Up <u>Between Trains</u>	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). <u>Trains to run over S and D lines.</u>
191 Stirling North and Dunblane	Down BLOCKED <u>Up Between Trains</u>	01 00 to 16 30. Track renewal, track maintenance and bridgework (OB No.4). <u>Single line working over Up line.</u> Crane and mechanical equipment in use.
192 Auchterarder and Hilton Jn	Down and Up <u>Between Trains</u>	08 00 to 17 00. Signalling work (Auchterarder), track renewal and work at lineside between 137m900yd and 149m370yd. Mechanical equipment in use.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>MOTHERWELL TO PERTH - continued</u>		
<u>SUNDAY 30 NOVEMBER to FRIDAY 5 DECEMBER</u>		
193 Hilton Jn and Perth	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.96). Track maintenance between 149m370yd and 151m110yd and signalling work (Perth).
<u>TUESDAY 2 and WEDNESDAY 3 DECEMBER</u>		
194 Larbert North and Stirling Middle	Down and Up, <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance.
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
194A Greenfoot LC and Combernauld	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Loading material
195 Stirling North and Dunblane	Down <u>BLOCKED</u> Up <u>Between Trains</u>	00.40 to 03 50 daily. Track renewal and track maintenance. <u>Single line working over Up line.</u> Crane and mechanical equipment in use.
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>		
<u>SUNDAY 30 NOVEMBER</u>		
196 Whifflet North Jn	Down and Up <u>BLOCKED</u>	08 00 to 18 00. Track maintenance (Switches and Crossings).
<u>GARTSHERRIE SOUTH JN TO SIGHTHILL JN</u>		
<u>SUNDAY 30 NOVEMBER</u>		
197 Gartsherrie South Jn and Sighthill Jn	Down and Up <u>BLOCKED</u>	08 00 to 18 00. Loading material. <u>Isolation of electrical sections ML1(1 and m), ML2(j to q) and PSl and 2).</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>		
<u>UNTIL FURTHER NOTICE</u>		
198 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
200 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
<u>SUNDAY 30 NOVEMBER</u>		
201 Haymarket East Jn and Haymarket West Jn	Down and Up South <u>BLOCKED</u>	00 00 to 16 00. Loading rails, track maintenance and track renewal between 45m1496yd and 45m836yd. <u>Trains diverted via North lines and Dalmeny Jn.</u> Crane in use.
202 Haymarket Central Jn and Haymarket West	Down North <u>Between Trains</u>	00 00 to 07 30. Track renewal.
203 Haymarket West Jn and Newbridge Jn	Down and Up <u>BLOCKED</u>	00 00 to 16 00. Formation treatment and drainage between 44m900yd and 44m20yd. <u>Trains diverted via Dalmeny Jn.</u>
204 Newbridge Jn and Winchburgh Jn	Down and Up <u>BLOCKED</u>	00 00 to 16 00. Loading material and Tunnel work (Winchburgh Tunnel). <u>Trains diverted via Dalmeny Jn.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>SUNDAY 30 NOVEMBER - continued</u>		
205 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	00 00 to 06 00. Loading material between 34m1190yd and 29m1430yd.
206 Linlithgow and Bo'ness	Down and Up <u>Between Trains</u>	00 00 to 06 00. Loading material between 29m1430yd and 27m420yd.
207 Bo'ness and Polmont Jn	Down and Up BLOCKED	00 00 to 08 00. Track renewal.
208 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 18 00. Track renewal, track maintenance and tunnelwork (Falkirk High).
209 Cowlairs	All	00 00 to 08 00. Signalling work.
<u>MONDAY 1 and TUESDAY 2 DECEMBER</u>		
210 Haymarket West Jn	Down North <u>Between Trains</u>	23 30 Mon to 06 30 Tue. Track renewal at 2m910yd.
<u>TUESDAY 2 and WEDNESDAY 3 DECEMBER</u>		
211 Haymarket West Jn	Up North <u>Between Trains</u>	23 30 Tue to 06 30 Wed. Track renewal at 2m910yd.
212 Newbridge Jn and Winchburgh Jn	Up BLOCKED	00 00 to 06 00 daily. Tunnel work (Winchburgh). <u>Single line working over Down line.</u>
213 Haymarket East Jn and Haymarket West Jn	Down South <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 46m8yd and 45m268yd.
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
214 Linlithgow and Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 05 00 daily. Loading material. Crane and mechanical equipment in use.
215 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 06 00 daily. Track maintenance.
<u>WEDNESDAY 3 to FRIDAY 5 DECEMBER</u>		
216 Haymarket West Jn	Down North <u>Between Trains</u>	23 30 Wed and Thu to 06 30 Thu and Fri. Track renewal at 2m910yd.
<u>THURSDAY 4 DECEMBER</u>		
217 Newbridge Jn and Winchburgh Jn	Down BLOCKED	00 00 to 04 30. Tunnelwork (Winchburgh) and track maintenance. Single line working over Up line.
<u>THURSDAY 4 and FRIDAY 5 DECEMBER</u>		
218 Greenhill Upper Jn and Gartshore	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>FRIDAY 5 DECEMBER</u>		
219 Newbridge Jn and Winchburgh Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 38ml300yd and 34ml190yd.
220 Queen Street HL and Cowlairs West Jn	Up BLOCKED	00 30 to 04 00. Tunnel work (Queen Street HL).
<u>WINCHBURGH JN TO DALMENY JN</u>		
<u>SUNDAY 30 NOVEMBER and MONDAY 1 DECEMBER</u>		
221 Winchburgh Jn and Dalmeny Jn	Down and Up <u>Between Trains</u>	23 00 Sun to 06 00 Mon. Track maintenance.
<u>POLMONT JN TO LARBERT JN</u>		
<u>SUNDAY 30 NOVEMBER</u>		
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).
<u>COWLAIRS TO BELLGROVE</u>		
<u>SUNDAY 30 NOVEMBER</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>
<u>AIRDRIE TO HELENSBURGH</u>		
<u>SATURDAY 29 NOVEMBER</u>		
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 of electrical sections PA1 and 2.</u>
228 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45. Station work. <u>Isolation of electrical sections DH1 and 2.</u>
<u>SUNDAY 30 NOVEMBER</u>		
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). <u>Isolation of electrical sections DF3 and 4 and DH1 and 2.</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

AIRDRIE TO HELENSBURGH - continuedSUNDAY 30 NOVEMBER and MONDAY 1 DECEMBER

231 Dalmuir Park and Bowling LC	Down and Up BLOCKED	00 45 Sun to 05 30 Mon. Station work (Old Kilpatrick) and bridgework (FB Bowling). <u>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).</u>
------------------------------------	------------------------	--

MONDAY 1 to FRIDAY 5 DECEMBER

232 Helensburgh Central	Platform No.3 BLOCKED	00 20 to 05 45 daily. Station work. <u>Isolation of electrical sections DH1 and 2.</u>
----------------------------	--------------------------	--

TUESDAY 2 and WEDNESDAY 3 DECEMBER

233 Shettleston and Bellgrove	Down and Up BLOCKED	00 15 to 05 15 daily. Track maintenance.
234 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 30 to 05 15 daily. Track maintenance. <u>Possession to be given up for the passage of T71.</u>

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. <u>Isolation of electrical sections PA3 and 4.</u>
236 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 15 to 05 00 daily. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
237 Hyndland East Jn	Down and Up BLOCKED	00 30 to 05 15 daily. Track maintenance (switches and crossings).
238 Westerton	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 Jn and Knightswood North Jn	Down and Up BLOCKED	00 15 to 05 00 daily. Track maintenance.

DALREOCH AND BALLOCHSUNDAY 30 NOVEMBER

242 Dalreoch Jn and Balloch	Down, Up and Single BLOCKED	00 35 to 07 45. Track maintenance.
--------------------------------	--------------------------------	------------------------------------

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>		
<u>SATURDAY 29 NOVEMBER</u>		
243 Clydebank Dock Jn	Down and Up	BLOCKED 00 15 to 05 30. Bridgework (OB No.7) and overhead line construction work. <u>Isolation of electrical sections DF5 and 6.</u>
<u>SUNDAY 30 NOVEMBER</u>		
244 Clydebank Dock Jn	Down and Up	BLOCKED 00 15 to 07 30. Overhead line construction work. <u>Isolation of electrical sections DF5 and 6.</u>
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
245 Hyndland East Jn and Dalmuir Park	Down and Up	BLOCKED 00 15 to 05 30 daily. Track maintenance (Hyndland East Jn) and overhead line construction work (Clydebank Dock Jn). <u>Isolation of electrical sections DF5 and 6.</u>
<u>COWLAIRES WEST JN TO KNIGHTSWOOD NORTH JN</u>		
<u>SUNDAY 30 NOVEMBER</u>		
246 Cowlares North Jn and Knightswood North Jn	Down and Up	BLOCKED 08 00 to 16 30. Retaining wall work.
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>		
<u>SATURDAY 29 and SUNDAY 30 DECEMBER</u>		
247 Tyndrum Upper and Bridge of Orchy	Single	BLOCKED 21 15 Sat to 17 15 Sun. Retaining wall work.
<u>SUNDAY 30 NOVEMBER</u>		
248 Craigendoran Jn and Garelochhead	Single	BLOCKED 06 00 to 18 00. Bridgework (OB No.21C).
249 Garelochhead and Glen Douglas	Single	BLOCKED 08 00 to 16 00. Track renewal.
<u>CRANLARICH TO OBAN</u>		
<u>SATURDAY 29 and SUNDAY 30 NOVEMBER</u>		
250 Dalmally and Taynuilt	Single	BLOCKED 21 15 Sat to 18 00 Sun. Bridgework (UB No.213).
<u>SUNDAY 30 NOVEMBER</u>		
250A Crianlarich and Dalmally	Single	BLOCKED 08 00 to 16 00. Track renewal.
<u>MALLAIG JN TO MALLAIG</u>		
<u>SUNDAY 30 NOVEMBER</u>		
251 Glenfinnan	Single	BLOCKED 09 00 to 16 00. Demolition work.
252 Mallaig	Single	BLOCKED 08 00 to 16 00. Track renewal.
<u>MONDAY 1 to THURSDAY 4 DECEMBER</u>		
252A Glenfinnan and Mallaig	Single	BLOCKED 22 45 Mon to Wed to 06 30 Tue to Thu. Track maintenance.
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
253 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58m1140yd and 65m1720yd.
254 Reston GSP and GrantsHouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

TWEEDMOUTH TO EDINBURGH WAVERLEY - continued  
UNTIL FURTHER NOTICE - continued

255 Innerwick GSP and Oxwellmains	Down and Up <u>Between Trains</u>	07 00 to 18 00 daily. Earthwork and track maintenance between 33m110yd and 33mp. Finishes 07 00 Sat 29 Nov.
256 Oxwellmains and Dunbar	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.

SATURDAY 29 and SUNDAY 30 NOVEMBER

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. <u>Single line working over Up line 03 00 to 16 05.</u>
260 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. <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>

SUNDAY 30 NOVEMBER

261 Reston GSP and Grantshouse	Down and Up BLOCKED	00 30 to 09 45. Bridgework (OB No.128) and track maintenance. <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
262 Stenton GSP and Drem	Down and Up BLOCKED	00 30 to 09 30. Track renewal between 24m880yd and 18m880yd. <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
263 Drem and St Germain's LC	Down and Up BLOCKED	00 30 to 09 30. Slip treatment between 17mp and 16m440yd. <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
264 St Germain's LC and Prestonpans	Down and Up BLOCKED	00 00 to 09 30. Bridgework (OB No.40AA). <u>Possession to be given up for the passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>		
<u>SUNDAY 30 NOVEMBER - continued</u>		
265 Monktonhall Jn and Prestonpans	Up BLOCKED Down <u>Between Trains</u>	00 15 to 09 30. Track renewal and loading rails between 8mp and 8m704yd.
266 Craigentenny and Abbeyhill Jn	Down and Up BLOCKED	00 00 to 08 00. Drainage work. <u>Trains to be diverted via Lochend Jn.</u>
267 Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop BLOCKED Platform No.1 <u>Between Trains</u>	00 00 to 08 00. Bridgework (OB No.6).
<u>MONDAY 1 DECEMBER</u>		
268 Monktonhall Jn and Prestonpans	Up BLOCKED	00 30 to 06 00. Track maintenance between 5m1720yd and 6m90yd.
269 Portobello	All <u>Between Trains</u>	09 00 to 15 00. Signalling work.
<u>MONDAY 1 and TUESDAY 2 DECEMBER</u>		
270 Berwick-upon-Tweed and Reston GSP	Down BLOCKED	23 35 Mon to 01 00 Tue. Track maintenance between 54m1080yd and 47m310yd.
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
271 Reston GSP and Berwick-upon-Tweed	Up BLOCKED Down <u>Between Trains</u>	02 00 to 06 30 daily. Overhead line construction work between 47m310yd and 54m1080yd. Mechanical equipment in use.
272 Grantshouse and Innerwick GSP	Down BLOCKED	01 50 to 06 50 daily. Track maintenance between 41m310yd and 34m880yd. <u>Single line working over Up line.</u>
<u>WEDNESDAY 3 and THURSDAY 4 DECEMBER</u>		
273 Berwick-upon-Tweed and Reston GSP	Down BLOCKED	23 30 Wed to 00 20 Thu. Track maintenance between 54m1080yd and 47m310yd.
<u>PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
274 Portobello and Leith South	Single <u>Between Trains</u>	05 00 to 19 00 daily. Construction work. Mechanical equipment in use.
<u>SATURDAY 29 NOVEMBER</u>		
275 Portobello and Leith South	Single BLOCKED	12 00 to 18 00. Earthwork.
<u>SUNDAY 30 NOVEMBER</u>		
276 Portobello and Leith South	Single BLOCKED	08 00 to 16 00. Earthwork.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
277 Dalmeny and South Gyle	Up <u>Between Trains</u>	08 00 to 16 00 daily. Lineside excavation. <u>Finishes 08 00 Sat 29 Nov.</u>
278 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 17 00 daily. Bridgework (Tay Bridge) and signalling work. Crane and mechanical equipment in use.
279 Dundee Central Jn and Camperdown Jn	All <u>Between Trains</u>	00 00 to 24 00 daily. Tunnel work (Dock Street), work at lineside and signalling work. Crane and mechanical equipment in use.
280 Dundee Central Jn and Camperdown Jn	Down Through/ Down Platform and Down Main <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
281 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.
<u>SATURDAY 29 and SUNDAY 30 NOVEMBER</u>		
282 Dundee Central Jn and Tay Bridge South	Up <u>BLOCKED</u> Down <u>Between Trains</u>	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. <u>Single line working over Down line 08 00 to 16 00.</u> Crane and mechanical equipment in use.
283 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	23 00 Sat to 18 00 Sun. Track maintenance and work at lineside between 0m462yd and 3m990yd. Mechanical equipment in use.
284 Arbroath LC and Inverkeilor	Down and Up <u>Between Trains</u>	22 00 Sat to 08 00 Sun. Track renewal between 16m1320yd and 23m210yd.
285 Carmont LC and Stonehaven	Down and Up <u>Between Trains</u>	22 00 Sat to 08 00 Sun. Track renewal between 219m860yd and 224m1650yd.
286 Stonehaven and Newtonhill	Down and Up <u>Between Trains</u>	22 00 Sat to 08 00 Sun. Track renewal between 224m1650yd and 230m1300yd.
287 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	22 30 Sat to 16 00 Sun. Work at lineside and track renewal between 230m1298yd and 240m858yd. Mechanical equipment in use.
<u>SATURDAY 29 NOVEMBER to FRIDAY 5 DECEMBER</u>		
288 Carnoustie LC and Arbroath LC	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 16 00 daily. Work at lineside and track renewal between 205m176yd and 210m1320yd. Mechanical equipment in use.
<u>SUNDAY 30 NOVEMBER</u>		
289 Dalmeny Jn	Down and Up <u>Between Trains</u>	00 00 to 06 30. Drainage between 9mp and 9m480yd.
290 North Queensferry and Dalmeny	Up <u>BLOCKED</u> Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge). <u>Up trains to run over Down line.</u>



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>SUNDAY 30 NOVEMBER - continued</u>		
291 Inverkeithing East Jn and Burntisland	Down and Up <u>Between Trains</u>	00 00 to 07 00. Track renewal and drainage work.
292 Seafield Shunting Frame and Kirkcaldy	Down <u>Between Trains</u>	00 00 to 04 00. Track maintenance between 23m1280yd and 26m20yd.
293 Kirkcaldy and Seafield Shunting Frame	Up <u>Between Trains</u>	07 30 to 16 30. Track maintenance between 25m60yd and 25mp.
294 Thornton North Jn and Sinclairtown	Up BLOCKED Down <u>Between Trains</u>	00 30 to 16 45. Loading rails, track renewal and track maintenance between 30m1360yd and 26m1610yd. 5T74, 05 15 (Sun) Craigentenny to <u>Dundee diverted via Cowdenbeath. Single line working over Down Line 09 00 to 16 40.</u>
295 Leuchars and Cupar	Up <u>Between Trains</u>	07 30 to 16 30. Track maintenance between 48m440yd and 47m1100yd.
296 Dundee Tay Bridge	All	07 30 to 17 00. Signalling work.
297 Dundee Central Jn and Camperdown Jn	Up Platform and Up Through <u>Between Trains</u>	00 00 to 16 00. Bridgework (OB No.189).
298 Barry Links	All	07 30 to 17 00. Signalling work.
299 Usan and Montrose South	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal, work at lineside and loading material between 28m880yd and 30m810yd.
300 Newtonhill and Aberdeen	All	07 30 to 17 00. Signalling work.
<u>MONDAY 1 DECEMBER</u>		
301 Thornton North Jn and Sinclairtown	Up BLOCKED	00 15 to 06 00. Track maintenance between 30m1360yd and 27m90yd.
302 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down <u>Between Trains</u> Up <u>Between Trains</u>	00 00 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd 05 45 to 24 00 ) and 56m910yd.
<u>MONDAY 1 to FRIDAY 5 DECEMBER</u>		
303 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 16 00 daily. Work at lineside between 230m1300yd and 240m880yd. Mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

HAYMARKET WEST JN TO ABERDEEN - continuedTUESDAY 2 to FRIDAY 5 DECEMBER

305 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.
---	--------------------------------------	--

PERTH TO INVERNESS  
UNTIL FURTHER NOTICE

306 Dunkeld and Pitlochry	Single <u>Between Trains</u>	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 <u>Between trains</u>	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.
308 Culloden Moor and Inverness	All	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 7m176yd and 15m264yd. <u>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.</u> Crane and mechanical equipment in use.
310 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track renewal, track maintenance and signalling work between 35m130yd and 58m1170yd.
311 Culloden Moor and Millburn Jn	Down and Up <u>Between Trains</u>	21 00 Sat to 08 00 Sun. Track renewal and track maintenance between 11m660yd and 117m440yd. Crane and mechanical equipment in use.
312 Millburn Jn and Rose Street	Down Aviemore Line <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 29 NOVEMBER to FRIDAY 5 DECEMBER

313 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 28m640yd and 35m130yd. Mechanical equipment in use.
314 Kingussie LC and Kinraig Loop	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside and loading material between 71m1056yd and 77m880yd. Mechanical equipment in use.

SUNDAY 30 NOVEMBER

315 Perth and Stanley Jn	Down and Up <u>Between Trains</u>	07 30 to 17 00. Track maintenance, loading material and signalling work between 151m1130yd and 158m840yd. Mechanical equipment in use.
316 Dunkeld and Pitlochry	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 15m260yd and 28m640yd.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO INVERNESS - continued</u>		
<u>SUNDAY 30 NOVEMBER - continued</u>		
317 Pitlochry Station	Down and Up <u>Between Trains</u>	08 30 to 16 00. Bridgework (FB No.65).
318 Kincaraig Loop and Aviemore	Single <u>Between Trains</u>	08 00 to 17 00. Loading material between 77m880yd and 83m108yd.
319 Aviemore and Carrbridge Loop	Single <u>Between Trains</u>	08 00 to 17 00. Loading material between 83m1080yd and 90mp.
320 Carrbridge Loop and Slochd Loop	Single <u>Between Trains</u>	08 00 to 17 00. Loading material and signalling work between 90mp and 95m310yd.
321 Slochd Loop and Tomatin Loop	Single <u>Between Trains</u>	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	All	08 00 to 17 00. Signalling work.
<u>MONDAY 1 to FRIDAY 5 DECEMBER</u>		
324 Stanley Jn and Dunkeld	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Level crossing work. Mechanical equipment in use.
326 Millburn Jn and Inverness Station	All <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal, track maintenance, earthworks and work at lineside. Crane and mechanical equipment in use.
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
327 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 35m130yd and 58m1170yd.
<u>PERTH TO DUNDEE CENTRAL JN</u>		
<u>UNTIL FURTHER NOTICE</u>		
328 Perth and Barnhill	Single <u>Between Trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
329 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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.
<u>SUNDAY 30 NOVEMBER</u>		
330 Perth	All	07 30 to 17 00. Signalling work.
331 Barnhill and Errol LC	Down and Up <u>Between Trains</u>	08 00 to 16 30. Work at lineside and bridgework (UB No.25) between 19m1518yd and 10m990yd. Mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO DUNDEE CENTRAL JN - continued</u>		
<u>SUNDAY 30 NOVEMBER - continued</u>		
332 Errol LC and Longforgan LC	Down and Up <u>Between Trains</u>	08 00 to 16 30. Work at lineside between 10m990yd and 5m1210yd.
333 Longforgan LC and Dundee Central Jn	All <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 5m1210yd and 0m790yd. Mechanical equipment in use.
334 Dundee Central Jn	All	07 30 to 17 00. Signalling work.
<u>ABERDEEN TO INVERNESS</u>		
<u>UNTIL FURTHER NOTICE</u>		
335 Huntly and Keith	Single <u>Between Trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
336 Forres and Nairn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
337 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.
<u>SATURDAY 29 and SUNDAY 30 NOVEMBER</u>		
338 Keith and Elgin	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Bridgework (OB Nos.39 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. <u>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.</u> Crane and mechanical equipment in use.
340 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 ) work at lineside, 09 00 to 24 00 Sun ) loading rails and material. Crane and mechanical equipment in use.
<u>SATURDAY 29 NOVEMBER to FRIDAY 5 DECEMBER</u>		
341 Dyce Jn and Inverurie	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 6m242yd and 16m1738yd. Mechanical equipment in use.
342 Inverurie and Inch LC	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in use.
<u>SUNDAY 30 NOVEMBER</u>		
343 Aberdeen and Dyce Jn	All	07 30 to 17 00. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

ABERDEEN TO INVERNESS - continuedSUNDAY 30 NOVEMBER - continued

344 Insh LC and Kennethmont	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 27m1030yd and 32m1560yd.
345 Huntly and Keith	Single <u>Between Trains</u>	08 00 to 16 30. Bridgework (OB No.184).
346 Elgin and Forres	Single <u>Between Trains</u>	07 30 to 18 00. Track maintenance, loading rails and material between 11m1630yd and 0m330yd.
347 Forres and Nairn	Single <u>Between Trains</u>	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 <u>Between Trains</u>	22 00 Sun to 06 00 Mon. Track maintenance between 30m920yd and 11m1630yd.
------------------------	---------------------------------	---

MONDAY 1 to THURSDAY 4 DECEMBER

349 Huntly and Keith	Single <u>Between Trains</u>	22 00 Mon to Wed to 06 00 Tue to Thu. Track maintenance between 40m1470yd and 30m920yd.
-------------------------	---------------------------------	---

MONDAY 1 to FRIDAY 5 DECEMBER

350 Nairn and Millburn Jn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 140m550yd and 140m1290yd.
351 Millburn Jn and Inverness Station	All <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	22 00 Thu to 07 00 Fri. Track maintenance between 40m1470yd and 30m920yd.
-----------------------------	---------------------------------	---

INVERNESS TO WICKUNTIL FURTHER NOTICE

354 Inverness and Lentrane	All	07 30 to 17 00 daily. Signalling work.
355 Dingwall and Invergordon	Single <u>Between Trains</u>	00 00 to 24 00 daily. Bridgework (OB No.69/1) and platform work at Alness. Crane and mechanical equipment in use.
356 Invergordon Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
357 Fearn Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
358 Tain Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
359 Dunrobin Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>INVERNESS TO WICK - continued</u>		
<u>SATURDAY 29 NOVEMBER to FRIDAY 5 DECEMBER</u>		
360 Inverness Station	All <u>Between Trains</u>	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 <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.
<u>SUNDAY 30 NOVEMBER</u>		
362 Welsh's Bridge and Lentrane	All	07 30 to 17 00. Signalling work.
363 Dingwall Station	Down and Up <u>Between Trains</u>	08 00 to 17 00. Bridgework (OB No.46).
364 Tain and Ardgay	Single <u>BLOCKED</u>	08 00 to 18 00. Track renewal and track maintenance between 44m890yd and 44m1210yd. <u>Possession to be given up for passage of 1H91, 08 05 Inverness to Lairg and 2H90, 11 10 Lairg to Inverness.</u>
365 Georgemas Jn and Wick	Single <u>Between Trains</u>	07 30 to 16 30. Track renewal between 147m440yd and 161m790yd.
<u>MONDAY 1 to FRIDAY 5 DECEMBER</u>		
366 Tain and Ardgay	Single <u>Between Trains</u>	08 00 to 16 00. Track renewal and track maintenance between 44m890yd and 44m1210yd.
<u>DINGWALL TO KYLE OF LOCHALSH</u>		
<u>UNTIL FURTHER NOTICE</u>		
367 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
368 Achnasheen and Strathcarron LC	All	07 30 to 18 00 daily. Signalling work.
<u>SATURDAY 29 and SUNDAY 30 NOVEMBER</u>		
369 Achnasheen and Strathcarron	Single <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Bridgework (UB No.81), track renewal and track maintenance between 27m1580yd and 45m1430yd. Crane and mechanical equipment in use.
<u>SUNDAY 30 NOVEMBER</u>		
370 Dingwall and Garve	Single <u>BLOCKED</u>	08 00 to 18 00. Track renewal and track maintenance between 8m1640yd and 9m880yd.
<u>MONDAY 1 to FRIDAY 5 DECEMBER</u>		
371 Dingwall and Garve	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 8m1640yd and 9m880yd.
<u>TUESDAY 2 to FRIDAY 5 DECEMBER</u>		
372 Achnasheen and Strathcarron	Single <u>Between Trains</u>	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 27m1580yd and 45m1430yd.

=====

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 87m430yd.

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 removal.

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)

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)

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)



SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

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 electric 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 - 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 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

<u>Amend</u>	<u>Page</u>
Shields Jn to Terminus Jn (Up Through Siding) (Goods Line)	38
<u>to read</u> :-	
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

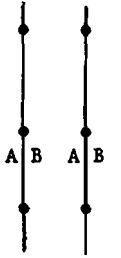
Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Page 14</u>					
<u>CARLISLE TO GLASGOW CENTRAL</u>					
Between Carlisle South Jn (CE) and Caldew Jn (incl) Amend to read:-					
<p>The diagram shows a station layout with Platform 4F on the left, followed by Goods lines (Up and Down), Platform 3P, and Platform 1P on the right. A main line runs through the center, connecting to Caldew Jn.</p>	Carlisle South Jn (CE)	68 1610			AWS inductors not provided at Carlisle Station platform signals.
	<u>Carlisle</u>	69 200			
	Carlisle North Jn	0 420	20	All lines and connections <u>0<math>\frac{1}{2}</math>mp and 68m1340yd.</u>	
	Caldew Jn	0 1170 ( 2 220 Goods line)	30	<u>0<math>\frac{1}{2}</math>mp and 0m1280yd</u> <u>Main to Goods line</u>	
<u>Pages 19 and 20</u>					
Between Cleghorn LC (AHB) and Garriongill (incl) Amend to read:-					
<p>The diagram shows a single vertical line with an upward-pointing arrow at the top.</p>	Cleghorn LC (AHB)	76 530	90	<u>77m260yd and 78m620yd</u>	Amended (6/9/86)
			95	<u>78m620yd and 79m290yd</u>	
		100	<u>79m290yd and 81<math>\frac{1}{2}</math>mp</u>		
		90	<u>81<math>\frac{1}{2}</math>mp and 84mp</u>		
		95	<u>81m510yd and 78m620yd</u>		
	<u>Carlisle</u>	81 1650	80	<u>84mp and 84m570yd</u>	CW Up 84m70yd
			90	<u>84mp and 81m510yd</u>	

MON-D3

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down Up	At or between	
Pages 19 and 20 - Amend - continued				mph		
↓	Law Jn (see page 31)	84	150	15	Over DPL	DPL 1915f (580m)
	↓	Garriongill Jn (see page 27)	84	1300	40	Entering over and leaving UPL
50					Through jn to Holytown line	
80					84m570yd and 84mp	
70					84m570yd and 84m970yd	
				60	84m970yd and 84m1430yd	
<b>Page 28</b>						
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>						
	Add:-	/T/	77	550		
		/T/	87	1430		(24/11/86)
	Delete : Camps LC and relevant information.					(23/8/86)
<b>Pages 28/29</b>						
<u>MIDCALDER JN TO HOLYTOWN JN</u>						
	Add:-	/T/	21	240		24/11/86
<u>Between Addiewell and Fauldhouse North</u>						
	Amend:-			50	60	13 $\frac{1}{2}$ mp and 11 $\frac{1}{2}$ mp.
	to read:-			60	60	13 $\frac{1}{2}$ mp and 11m1220yd
	Add:-	T	5	990		(24/11/86)
<b>Page 30</b>						
<u>Between Benhar Jn and Carfin</u>						
	Delete:			60	50	9mp and 7 $\frac{1}{2}$ mp.
				60	50	Over curves 2 $\frac{1}{2}$ mp and 1 $\frac{1}{2}$ mp.
<b>Page 31</b>						
<u>LAW JN TO UDDINGSTON JN</u>						
<u>Between Law Jn and Wishaw Central</u>						
	Delete:			70	70	Through jn to 84 $\frac{1}{2}$ (for multiple unit trains)
	Amend:			50	50	Through jn to 84 $\frac{1}{2}$ (for other than multiple unit trains)
	to read:			50	50	Through jn to 84 $\frac{1}{2}$ mp
						(27/9/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 35</u>	<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u> <u>Between Rutherglen and Rutherglen North Jn</u> <u>Add:-</u> Rutherglen Footpath LC (RG)	0 510			Amended (1/11/86)
<u>Page 37</u>	<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u> <u>Add:-</u> Rutherglen Footpath LC (RG)	0 470			Amended (1/11/86)
<u>Page 40</u>	<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u> <u>Between Dumfries South (DS) and Holywood LC</u> <u>Amend to read:-</u>				
		Dumfries South (DS) 92 1010	<u>45</u>	<u>60</u> <u>45</u>	<u>92m700yd and 93m1120yd.</u> <u>Over curve, 92m700yd and 92mp</u>
		Dumfries Stn. (D) 91 1300 (See page 44)	<u>30</u>	<u>30</u>	<u>Through stn. on main lines</u> <u>92mp to 91½mp</u>
		Hollywood LC 88 680			(3/8/86)
<u>Page 41</u>	<u>GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u> <u>Between Mauchline and Hurlford</u>  <u>Amend:-</u>          <u>to read:-</u>		<u>40</u>	<u>65</u> <u>40</u> <u>65</u>          <u>65</u> <u>40</u> <u>65</u>	<u>35m1630yd and 36½mp</u> <u>36½mp and 36m1080yd</u> <u>36m1080yd and 37m1540yd.</u>          <u>35m1630yd and 36½mp</u> <u>36½mp and 36m1080yd</u> <u>36m1080yd and 37m1540yd</u>
					(21/9/86)

NON-DS

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
<u>Page 46</u>						
	<u>KILMARNOCK TO BARASSIE</u>					
	<u>Amend:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 2½mp</u>
	<u>to read:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 3m550yd.</u>
	<u>Delete:-</u>			<u>40</u>	<u>40</u>	<u>2½mp and 3mp</u>
				<u>50</u>	<u>50</u>	<u>3mp and 3m550yd.</u>
<u>Page 50</u>						
	<u>BRIDGE STREET JN TO STRANRAER</u>					
	<u>Amend first five MAXIMUM PERMISSIBLE SPEED entries to read:-</u>					
	BETWEEN BRIDGE ST JN AND 10M630YD AT <u>JOHNSTONE</u>			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 7MP AT PAISLEY AND 10M630YD AT JOHNSTONE			<u>80</u>	<u>80</u>	MAXIMUM PERMISSIBLE SPEED FOR EMU'S ONLY
	BETWEEN ELDERSLIE AND KILWINNING			<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION.
	BETWEEN 10M630YD AT JOHNSTONE AND 39M20YD AT FALKLAND			<u>90</u>	<u>90</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN KILWINNING AND BOGSIDE			<u>40</u>		MAXIMUM PERMISSIBLE SPEED OVER UP LINE IN DOWN DIRECTION
						Amended (25/10/86)
						Amended (19/11/86)

MON-06

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks		
			Down mph	Up At or between			
Pages 51 - 54							
<u>Amend Arkleston Jn (incl) to Dalrymple Jn to read:</u>							
	Arkleston Jn	5 920	<u>30</u>		Entering, over and leaving Down goods loop	DGL 3300f (1005m)	
				<u>40</u>	<u>40</u>	Entering, over and leaving Up goods loop	UGL 2710f (825m) (bi-directional)
				<u>45</u>	<u>45</u>	6½mp and 7mp	
	Paisley (P)	6 660		<u>35</u>	<u>35</u>	Between Ayr lines and Gourock lines	
	<u>Paisley Gilmour St</u> (see page 57)	6 1010					
		6 1170					
		6 1610					
		8 1080	<u>40</u>	<u>40</u>	Through facing crossover	UPL 1285f (390m) (bi-directional)	
	Elderslie	9 70					
		9 970	<u>40</u>	<u>40</u>	Through Main line crossover		
<u>Johnstone</u>	10 200						
	15 530	<u>40</u>	<u>40</u>	Through Lochwinnoch crossovers			
<u>Lochwinnoch</u>	15 1250						
OHNS	15 1550						

MON-D7

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
Pages 51 - 54 - Amend	- continued				
	<u>Glengarnock</u>	19 1390	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	UGL 865f (260m) (bi-directional)
		20 1390	<u>40</u>	<u>40</u> <u>Through Main line facing crossover.</u>	
			<u>40</u>	<u>40</u> <u>Entering over and leaving Down Passenger Loop.</u>	(bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21 150			
	Brownhill	21 620			
	Swinlees (Roche)	21 840	<u>40</u>	<u>40</u> <u>Entering over and leaving Up Passenger Loop.</u>	UPL2290f (695m) (bi-directional)
		21 1630	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	
	<u>Dalry</u>	22 920			
	Kilwinning Jn (See page 61)	25 1560	<u>40</u>	<u>Through jn to Ardrossan.</u> <u>25</u> <u>Entering over and leaving Up Goods Loop.</u>	UGL 1365f (415m) DRS 1054f (320m).
	<u>Kilwinning</u>	26 0	<u>40</u>	<u>Through trailing crossover.</u>	
	Byrehill Jn (See page 63)	26 1540		<u>25</u> <u>Through jn to Dubbs Jn.</u>	
	Bogside (see page 64)	27 1560	<u>10</u> <u>40</u>	<u>To Snodgrass branch.</u> <u>Through Main line trailing crossover.</u>	

88-NOW



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
Pages 51 - 54 - Amend	- continued					
	<u>Irvine</u>	29	620			
	Gailes LC (AHB-X)	31	370	<u>X40</u>	<u>X40</u>	<u>Approaching level crossing in wrong direction.</u>
				<u>40</u>	<u>40</u>	<u>Over Main line trailing crossover.</u>
				<u>60</u>	<u>75</u>	<u>32m1610yd and 0m370yd.</u>
	<u>Barassie</u>	33	0			
		33	180			
		0	0	<u>30</u>	<u>30</u>	<u>Over connection, DPL to Kilmarnock single line</u>
	Barassie Jn (See Page 47)	0	20	<u>40</u>	<u>40</u>	<u>Entering, over and leaving DPL Through Main line facing crossover.</u>
	Up main signal PB286	0	1630			
				<u>75</u>	<u>75</u>	<u>Entering, over and leaving UGL 0m370yd and 0m950yd</u>
				<u>60</u>	<u>60</u>	<u>Over curves, 0m950yd and 1m570yd</u>
				<u>75</u>	<u>75</u>	<u>1m570yd and 35m200yd (total distance 1610yd)</u>
	<u>Troon</u>	1	350			
		2	330			
		35	110			
	Monkton Siding GF (S)	36	620			
	<u>Prestwick</u>	37	750			
	Falkland	38	1610	<u>50</u>	<u>50</u>	<u>39m20yd and 40m290yd</u>
						DPL 1180f (355m)
						UGL 1305f(395m)
						DGL 760f (230m)

6G-NOM

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 51-54 - Amend - continued</u>					
	<u>Newton-on-Ayr</u>	39 730			
	Newton Jn (See page 64)	39 880	<u>10</u>		<u>Through jn to Ayr Harbour Jn.</u>
	OHNS	39 900	<u>20</u>		<u>Through jn to Killoch branch</u>
	Down Ayr Signal PA340	39 970	<u>40</u>	<u>40</u>	<u>40m290yd and 40m680yd</u>
			<u>40</u>	<u>25</u>	<u>40m680yd and 40m920yd</u>
	<u>Ayr</u>	40 1080	<u>50</u>	<u>50</u>	<u>40m920yd and 40m1740yd</u>
		40 1360	<u>30</u>	<u>30</u>	<u>Through crossover.</u>
Belmont LC (CCTV)	41 990		<u>45</u>	<u>Through crossover.</u>	
	Dalrymple Jn (See page 65)	43 1170	<u>20</u>		<u>Through jn to Benbane branch</u>
<u>Page 55</u>					
	<u>Between Girvan and Pinwherry</u>		<u>20</u>	<u>20</u>	<u>Bridge No.9, 1m680yd and 1m730yd.</u>
	<u>Amend:-</u>		<u>45</u>	<u>45</u>	<u>Bridge No.9, 1m680yd and 1m730yd.</u>
	<u>to read:-</u>				
					Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes. Controlled from <u>Paisley S.C.</u>
					Amended (8/11/86)
					(1/9/86)

MON-D10

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks	
		M	Yd	Down	Up		At or between
Pages 61 and 62							
Amend:- <u>KILWINNING JN TO LARGS</u> table to read:-							
	<u>Kilwinning Jn</u> (See Page 53)	25	1540	<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED	The lines between Kilwinning Jn and Largs are controlled from Paisley SC.
				<u>40</u>		<u>Through jn.</u>	
				<u>25</u>		<u>Entering over and leaving Up Goods Loop.</u>	
	<u>Kilwinning</u>	26	0	<u>40</u>	<u>40</u>	<u>25m1560yd and 26m150yd</u>	
				<u>40</u>		<u>Through facing crossover.</u>	
	<u>Dubbs Jn</u> (See Page 63)	26	1500	<u>25</u>		<u>Through Jn to Byrehill Jn.</u>	
				<u>40</u>	<u>40</u>	<u>Through trailing crossover.</u>	
				<u>40</u>		<u>Entering Down Goods loop.</u>	
	<u>Stevenston</u> (See Page 62)	28	550				
	<u>Stevenston LC (CCTV)</u>	28	680	<u>50</u>	<u>50</u>	<u>29m730yd and 29m1690yd</u>	
<u>Saltcoats</u>	29	1210					
			<u>50</u>		<u>Through connection to Up Largs.</u>		
<u>Ardrossan Sth Beach</u> (See Page 63)	30	840	<u>25</u>		<u>Through jn to Ardrossan Harbour.</u>		
			<u>30</u>	<u>50</u>	<u>30m1060yd and 3mp.</u>		
<u>West Kilbride</u>	35	220					
<u>Hunterston</u> (See Page 63)	36	1140	<u>25</u>		<u>Over connection Single line to Up Freight.</u>		
<u>Fairlie High Sdg</u> GF (S)	38	1650					

DGL 1515f (460m)


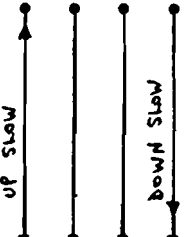
MON-D11

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 61 and 62 - Amend - continued</u>					
↓	<u>Fairlie High</u>	39 20			
	<u>Fairlie Tunnel</u> (990 yards)	39 260 to 39 1250			
	<u>Admiralty Sdg GF (S)</u>	39 1300	50 40	50 40	40m660yd and 40m1540yd 41m660yd and Largs Stn.
	<u>Largs</u>	42 150			(Amended 23/11/86)
<u>Page 62</u>					
Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
↓ A ↓	<u>Misk</u>	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED
	<u>Stevenston</u> (See Page 61)	0 0			Controlled from Paisley SC.  (14/9/86)
<u>Page 63</u>					
Delete - <u>HOLM JN TO ARDROSSAN HARBOUR</u> table.					
Add:-					
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
See General Instructions Page 21 ↓ 0 T	<u>Ardrrossan Sth Beach</u> (See Page 61)	30 840	25	25	MAXIMUM PERMISSIBLE SPEED
		30 1030			Controlled from Paisley SC.
	<u>Princes St LC (CCTV)</u>	31 150			No Train Staff.
	<u>Ardrrossan Hbr LC</u>	31 620			Controlled from Ardrrossan Hbr LC
	<u>Ardrrossan Hbr</u>	31 840			(14/9/86)

MON-012

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Page 63 - continued</u>					
<u>BYREHILL JN TO DUBBS JN</u>					
Add:-					
	OHNS	0 925			(8/11/86)
<u>Page 69</u>					
<u>MOTHERWELL TO PERTH</u>					
Delete:- St Ninians LC					
		117 460			(30/10/86)
<u>Page 78</u>					
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
Bo'ness					
Add:- DPL 970f (295m) to remarks column.					
					(6/9/86)
<u>Page 79</u>					
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>					
Amend : Cadder (East end) to Cadder (West end) to read:-					
	Cadder (East end) (CR)	5 880	<u>15</u>	<u>Entering Down slow line.</u>	
				<u>30</u>	
	Cadder (West end)	4 1010	<u>30</u>	<u>Entering, over and leaving Up slow line</u>	All lines between Cadder (West end) (incl.) and <u>Queen St</u> are controlled from Cowlairs. (23/8/86)

MON-D13

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down mph	Up mph	
<u>Page 81</u>						
	<u>POLMONT JN TO LARBERT JN</u>					
	<u>Amend:-</u>			<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
	<u>to read:-</u>			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN POLMONT JN AND 24m1120YD					
	BETWEEN 24m1120YD AND LARBERT JN			<u>50</u>	<u>50</u>	MAXIMUM PERMISSIBLE SPEED
	<u>Add:-</u>			<u>50</u>	<u>50</u>	21m440yd and 21 $\frac{1}{2}$ mp.
	<u>Delete:-</u>			<u>40</u>	<u>40</u>	Over curves 22 $\frac{1}{2}$ mp and 23m220yd.
	<u>Add:-</u>			<u>55</u>	<u>55</u>	Over curves 22m530yd and 22m1210yd.
				<u>50</u>	<u>50</u>	23m1340yd and 23m1600yd.
						(23/8/86)
<u>Page 85</u>						
	<u>AIRDRIE TO HELENSBURGH</u>					
	<u>Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to read:-</u>			<u>60</u>	<u>60</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN KNIGHTSWOOD NORTH JN AND 22m1140yd			<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 22m1140yd AND HELENSBURGH					
						(5/10/86)
<u>Page 93</u>						
	<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>					
	Clydebank Dock Jn			<u>30</u>		Through east end main line trailing crossover.
	<u>Add:-</u>				<u>30</u>	Through west end main line facing crossover.
						(14/6/86)
						(14/9/86)
<u>Page 94</u>						
	<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>					
	<u>To read:-</u>			<u>5</u>	<u>5</u>	MAXIMUM PERMISSIBLE SPEED
	<u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>					
	Clydebank Central Jn (See page 93)	0	0			Controlled from Clydebank Dock Jn
		0	90			Only one train may be allowed on the line at a time
		109	110			(30/8/86)
	Old Kilpatrick	111	570			

MON-D14

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 95</u>					
	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>				
	<u>Delete:-</u>		<u>25</u>	<u>35</u>	<u>0m110yd and 0<math>\frac{1}{2}</math>mp</u> (5/10/86)
<u>Page 101</u>					
	<u>MALLAIG JN TO MALLAIG</u>				
	Morar LC (AOCL)	36 1230			
	<u>Delete:-</u> note in remarks column				(21/9/86)
<u>Page 102</u>					
	<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u> <u>Between Tweedmouth and Berwick-upon-Tweed</u>				
	Tweedmouth (T)				
	<u>Add:-</u> mileage	65 1720			(13/9/86)
	<u>Berwick-upon-Tweed</u>				
	<u>Add:-</u> mileage	67 00			

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<u>Page 112</u>						
<u>Amend:- LOCHEND JN TO BONNINGTON SOUTH (GOODS LINE) table</u>						
to read:-						
<u>LOCHEND JN TO LEITH WALK (GOODS LINE)</u>						
BETWEEN LOCHEND JN AND EASTER ROAD JN			<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED	
BETWEEN EASTER ROAD JN AND LEITH WALK			<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED	
T A T	Lochend Jn (See Page 111)	0 0		<u>25</u>	<u>Through jn to Abbeyhill line</u>	The line between Lochend Jn and Leith Walk is controlled from Edinburgh.  (15/11/86)
	Easter Road Jn (See below)	0 880 1 660	<u>10</u>	<u>10</u>	<u>Over connections to and from Leith Walk.</u>	
	Leith Walk	1 1320				
<u>Page 126</u>						
<u>ELBOWEND JN TO CROMBIE ROAD (GOODS LINE)</u>						
<u>Amend:- 2nd note in Remarks column</u>						
to read:-						
<u>Page 127</u>						
<u>GLENCRAIG GF TO BOWHILL (GOODS LINE)</u>						
<u>Amend:- 2nd note in Remarks column</u>						
to read:-						
<u>Page 129</u>						
<u>PERTH TO INVERNESS</u>						
<u>Amend note in Remarks column</u>						
to read:-						
The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)						



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down mph	Up mph		At or between
Pages 134 and 135							
<u>Amend Between Culloden Moor and Inverness to read:</u>							
	Culloden Moor	111	660	40		<u>Up line to single line</u>	
	<u>/T/</u>	114	880	55	55	<u>Over curves, 116m1120yd and 117m310yd</u>	
				40	40	<u>117m310yd and 117m380yd</u>	
				15	15	<u>117m380yd and 118m70yd</u>	
	Millburn Jn (see page 141)	117	440				
	Welsh's Bridge (see pages 141 and 143)	117	1230				
Locomotive	117	1470					
<u>Inverness</u>	118	70				(28/9/86)	
Page 140							
<u>ABERDEEN TO INVERNESS</u>							
<u>Amend:-</u>	Kinloss LC (AHB)	3	220				
<u>to read:-</u>	Kinloss LC (AHB)	2	1650				
<u>Amend:-</u>	Forres LC	0	330				
<u>to read:-</u>	Forres LC	0	352			(2/8/86)	
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>							
<u>Amend</u>				20	20	<u>131m1210yd and 132m110yd.</u>	
				60	60		
<u>to read:-</u>				20	20	<u>131m1210yd and 132m110yd.</u>	
				60	60	(9/8/86)	

MON-D17

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
Page 141					
<u>Amend</u> between <u>Allanfearn LC (AOCL)</u> and <u>Inverness</u> to read:					
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	<u>Approaching LC</u>
	Raigmore LC	143 200	15	15	<u>143m170yd and 143m440yd</u>
	Millburn Jn (see page 134)	143 440 117 440	10	10	<u>Over single connecting line between Forres and Aviemore lines</u>
	Welsh's Bridge (see pages 135 and 143)	117 1230	15	15	<u>117mp and 118m70yd</u>
	Locomotive	117 1470			
	<u>Inverness</u>	118 70			
Page 143					
<u>INVERNESS TO WICK</u>					
Between <u>Welsh's Bridge</u> and <u>Clachnaharry</u>					
<u>Amend</u>					
to read:					
			20	20	<u>117m1230yd and 0m900yd (total distance 1010yd)</u>
			15	15	<u>117m1230yd and 0m500yd (total distance 610yd)</u>
			20	20	<u>0m500yd and 0m900yd</u>
					(28/9/86)

NON-NOM

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down	Up	
			mph	At or between	
<u>Page 144</u>					
	<u>Delny LC (AOCL)</u>		30	30	<u>Approaching L.C.</u>
	<u>Amend:-</u>		55	55	
	to read:-		30	30	<u>Approaching L.C.</u>
			55	55	(30/8/86)
<u>Page 145</u>					
	<u>Between Brora L.C. (AOCL) and Brora</u>				
	<u>Amend:-</u>	Brora LC (AOCL)	90 680	10	10
		Brora	90 1060	15	15
	to read:-	Brora LC (AOCL)	90 680	10	10
		Brora	90 1060	15	15
					(30/8/86)
<u>HAYMARKET WEST JN TO ABERDEEN</u>					
<u>Page 157</u>					
	<u>Amend:-</u>	Portlethan			
	to read:-	Portlethan			(30/8/86)
<u>Page 159</u>					
	<u>PERTH TO INVERNESS</u>				
	<u>Amend note in Remarks column</u>				
	to read:-				The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down	Up		
			mph	At or between		
Page 166						
Amend between Culloden Moor and Inverness to read:						
	Culloden Moor	111 660		40	Up line to single line	
	<u>T</u>	114 880	65	65	Over curves, 116m1120yd and 117m310yd	
			40	40	117m310yd and 117m380yd	
			15	15	117m380yd and 118m70yd	
	Millburn Jn (see page 141)	117 440				
	Welsh's Bridge (see pages 141 and 143)	117 1230				
	Locomotive	117 1470				
<u>Inverness</u>	118 70					

(28/9/86)

MON-D20

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - continued

## SECTION 2

## TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
---------	-------	-------------	--------------

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 6Perth 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 7Inverness 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 C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPPage 8Amend:- 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 9Perth 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)

## 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	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
Add:-				
<u>Kilwinning Jn to Largs</u>				
Stevenston	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 Notice No.16 Amended (27/9/86)

Page 12

Add:-				
<u>Haymarket West Jn to Aberdeen</u>				
Dundee Central Jn	Camperdown Jn	F	-	-
(This amends the item published in WON No.30)				Amended (25/10/86)

Add :-				
<u>Perth to Inverness</u>				
Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	-
Add :-				
<u>Aberdeen to Inverness</u>				
Millburn Jn	Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-
<u>Inverness to Wick</u>				
Add :-				
Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-
				(28/9/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEX

Add:-

Class 318 Electric Multiple Units-Emergency Couplings

Page

56

(1/9/86)

Page (ii)

Add:-

Instructions 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

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

<u>Signal Box</u>	<u>Area/Location</u>	<u>Line</u>	<u>Remarks</u>
-------------------	----------------------	-------------	----------------

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 ahead.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 15

3. 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 exempt 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 (14/9/86)  
 Carmondean Jn to Bathgate Station

Amend:- Easter Road to Bonnington South (15/11/86)  
to read:- Easter Road to Leith Walk



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:-

<u>Depot</u>	<u>Type</u>	<u>Number</u>
Fort William	1-Independent Snow Plough	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	1-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)

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 Gourrock/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)

CONTINUOUS BRAKE TRAIN OPERATION

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Maximum Unfitted load (tonnes)</u>
-------------	-----------	-------------	---------------------------------------

Engineer's trains

1. Assisting in rear

Page 81:-

Add:-

Airdrie to Helensburgh

Parkhead North Jn	Sunnyside Jn	Up	115
-------------------	--------------	----	-----

(16/11/86)

Page 83

CONTINUOUS BRAKE TRAIN OPERATION

<u>From</u>	<u>To</u>	<u>Line</u>	<u>Applicable to trains with unfitted portion exceeding (tonnes)</u>
-------------	-----------	-------------	--

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	60
-------------------	---------------	-------------	----

(This amends the item published in WON 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.
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) :-

<u>Signal No.</u>	<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.
6. Drivers must ensure that radio channel changes take place at the marked locations.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 84 - Add - INSTRUCTIONS FOR WORKING OF TRAINS UNDER THE STRATHCLYDEHANNING 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

<u>Platform No</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>				
1	G2	G38	<u>Ayr</u> 1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
12	-	G63	1	P139
13	-	G67	2	P138

\* First signal quoted is nearest buffer stop.

(28/9/86)

Page 101STABLING OF VEHICLES ON RUNNING LINES AND LOOP LINES

Delete: Cadder Down Goods line from table.

(3/8/86)

SECTION 4LOCAL INSTRUCTIONSINDEXPage (iv)

Add :- Largs entry

Page

35 (27/9/86)

Page (v)

Add :- Millerhill Electrification Depot

72 (27/9/86)

Page 5SHIELDMUIR

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 23DUMFRIES

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)

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.

(22/11/86)

Page 42

WORKING OF FREIGHT TRAINS BETWEEN MOSSEND SOUTH JN AND DALZELL NEW YARD VIA RAVENS CRAIG 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 RAVENS CRAIG 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 - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 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 57Add:-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.
2. Between Chivas Regal Sidings and Dalmuir Riverside - Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 72Add :-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)

INVERNESSPage 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 91Propelling 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 - continuedMISCELLANEOUS INSTRUCTIONSROLLER 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 unless 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

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:-

Location	Lines affected	Mileage				Restriction mph	Remarks
		At or between					
		M	Yd	M	Yd		
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)



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)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS INSTRUCTIONS - continuedWORKING 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 person 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 give 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 - continuedMISCELLANEOUS INSTRUCTIONS - continuedWORKING INSTRUCTIONS FOR THE PERMAQUIP HIGH CAPACITY TROLLEY - continued3. 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 is 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 front 3 coaches 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.

SECTION ATEMPORARY 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.

Location	Lines affected		Mileage		Restriction mph	Remarks
			At or between M Yd	M Yd		
<u>CARLISLE TO GLASGOW CENTRAL</u>						
1	Caldew Jn and Floriston LC	Down - Fast	1 880	1 1340	20	Trackwork. (86/37) <u>Applies 17 00 Sun 7 to 09 00 Tue 9 Dec.</u>
1A	Caldew Jn and Floriston LC	Down - Fast	1 880	1 1340	$\frac{20}{40}$	Trackwork. (86/37) <u>Begins 09 00 Tue 9 Dec.</u>
Note : <u>AWS Magnet for above is only 150yds before reaching the Warning Board located on Down Main line at 0m1210yd. The Cancelling Indicator is only 150yds after passing the AWS Magnet on Down Main line for trains travelling in Up direction. Begins 17 00 Sun 7 Dec.</u>						
2	Kirtlebridge GF and Cove LC	- Up	14 440	13 930	$\frac{20}{40}$	Trackwork. (86/35)
3	Cove LC and Kirtlebridge GF	Down -	15 800	15 1400	20	Trackwork. (86/35)
4	Abington and Symington GF	Down Up	58 820	58 1240	$\frac{20}{40}$	Trackwork. (86/35)
5	Law Jn	- Up	84 486	84 376	20	Condition of track. (86/33)
6	Uddingston Jn	Down -	93 1087	93 1220	40	Condition of track. (86/24)
7	Rutherglen East Jn and Cambuslang	- Up	98 150	97 1650	20	Trackwork. (86/35)
8	Polmadie and Larkfield Jn	Down - Clyde sdale	100 1500	101 44	20	Condition of track. (86/20)
<u>MIDCALDER JN TO HOLYTOWN JN</u>						
9	Hartwood and Bellside GF	Down -	6 980	6 985	40	Condition of track. (86/4)

## WON-A2

Location	Lines affected	Mileage				Restriction mph	Remarks
		At or between					
		M	Yd	M	Yd		
<u>LAW JN TO UDDINGSTON JN</u>							
10 Law Jn	Down -	84	200	84	486	20	Condition of track. (86/33)
11 Holytown Jn and Ravenscraig No.2	- Up	88	1340	88	1260	40	Condition of track. (86/23) <u>Finishes 00 00 Sat 6 Dec.</u>
12 Holytown Jn and Ravenscraig No.2	- Up	88	1340	88	1260	20	Condition of track. (86/37) <u>Begins 00 00 Sat 6 Dec.</u>
<u>LARKFIELD JN TO SHIELDS JN</u>							
13 Terminus Jn and Shields Jn	Down -	101	1140	101	1320	20	Condition of track. (86/63)
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>							
14 Dumfries South	Down -	92	1100	92	920	$\frac{20}{40}$	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)
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>							
18 Crosshill	Inner -	1	340	0	1500	20	Trackwork. (86/30) <u>See Section 'D'.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>							
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) <u>Begins 10 00 Sun 7 Dec.</u>
21 Glengarnock and Lochwinnoch	- Up	16	1150	16	200	20	Trackwork. (86/30) <u>Finishes 10 00 Sun 7 Dec.</u>
22 Glengarnock and Brownhill	Down -	20	500	20	1380	20	Trackwork. (86/32)
23 Dalrymple Jn and Belmont LC	- Up	41	1040	41	950	20	Trackwork. (86/36)
<u>SHIELDS JN TO CORKERHILL CSMD (GOODS LINE)</u>							
24 Shields Jn	- Up	1	440	1	110	20	Condition of track. (86/33)

## WON-A3

Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>PAISLEY TO GOUROCK</u>								
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)
<u>WEMYSS BAY JN TO WEMYSS BAY</u>								
27	Wemyss Bay Jn and Containerbase	Down -	0	120	0	640	20	Trackwork. (86/25)
<u>KILWINNING JN TO LARGS</u>								
27A	West Kilbride and Ardrossan South Beach	- Up Freight	33	1100	33	440	20	Trackwork. (86/26)
28	Hunterston and West Kilbride	- Up Freight	35	1200	35	220	20	Trackwork. (86/35)
<u>MOTHERWELL TO PERTH</u>								
29	Kippenross Tunnel and Dunblane	Down -	122	1450	122	1550	$\frac{20}{40}$	Trackwork. (86/36)
<u>WHIFFLET NORTH JN TO RUTHERGLEN EAST JN</u>								
30	Langloan Jn and Carmyle Jn	Down -	2	1300	2	1230	20	Condition of track. (86/10)
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)</u>								
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	$\frac{20}{40}$	Trackwork (86/36)
<u>NEWBRIDGE JN TO BATHGATE</u>								
33	Newbridge Jn and Cawburn Jn	Down -	33	1060	32	1320	20	Trackwork. (86/37) <u>Begins 09 00 Thu 11 Dec.</u>
<u>CRIANLARICH TO OBAN</u>								
34	Loch Awe and Taynuilt	Single	51	1408	51	1496	10	Bridgework (UB No.213). (86/35)
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>								
35	Berwick-Upon-Tweed and Reston GSP	Down -	54	704	54	220	$\frac{20}{40}$	Trackwork (86/35) <u>Finishes 15 00 Sun 7 Dec.</u>
36	Berwick-Upon-Tweed and Reston GSP	- Down	54	704	54	220	20	Trackwork. (86/37) <u>Begins 15 00 Sun 7 Dec.</u>
37	Reston GSP and Berwick-Upon-Tweed	- Up	54	220	54	704	20	Trackwork. <u>Applies 03 00 to 16 00 Sun 7 Dec.</u>



Location	Lines affected		Mileage				Restriction mph	Remarks
			At or between					
			M	Yd	M	Yd		
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY - continued</u>								
38	Berwick-Upon-Tweed and Reston GSP	Down -	48	1320	48	550	20	Trackwork. <u>Applies 01 45 to 06 30 Fri 12 Dec.</u>
39	NOT USED							
40	Grantshouse and Innerwick GSP	Down -	39	880	39	000	20	Trackwork. <u>Applies 01 50 to 06 45 daily Wed 10 and Thu 11 Dec.</u>
41	Dunbar and Oxwellmains	- Up	29	1705	30	50	20	Bridgework (UB No.88). (86/37) <u>Begins 08 00 Sun 7 Dec.</u>
42	Prestonpans	- Up Loop	9	980	9	1680	20	Trackwork. (86/33) <u>Finishes 15 00 Wed 10 Dec.</u>
<u>MILLERHILL TO PORTOBELLO (GOODS LINE)</u>								
43	Millerhill and Niddrie South Jn	Down Up	4	1280	4	1100	20	Condition of track. (85/22)
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>								
44	Niddrie South Jn and Craiglockhart Jn	Down -	4	1440	4	570	20	Trackwork. (86/32)
<u>HAYMARKET WEST JN TO ABERDEEN</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. <u>Applies 05 00 to 16 00 Sun 7 Dec.</u>
47	Dundee Central Jn and Tay Bridge South	- Up	57	220	56	910	20	Trackwork. (86/28) <u>See Section 'D'.</u>
48	Tay Bridge South and Dundee Central Jn	Down -	56	910	57	220	30	Trackwork. <u>Applies 23 30 Sat 6 to 16 15 Sun 7 Dec.</u>
49	Arbroath LC and Inverkeilor	Down Up	21	880	22	00	70	Condition of track. (86/29)
50	Ferryhill Jn and Newtonhill	- Up	238	1360	238	260	40	Trackwork. <u>Applies 23 30 Sat 6 to 08 00 Sun 7 Dec.</u>

## WON-A5

Location	Lines affected	Mileage				Restriction mph	Remarks
		At or between					
		M	Yd	M	Yd		
<u>LADYBANK JN TO HILTON JN</u>							
51 Ladybank Jn and Clatchard Craig South GF	Single	5	1680	6	00	20	Bridgework (UB No.13). (86/8)
<u>PERTH TO INVERNESS</u>							
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)
<u>ABERDEEN TO INVERNESS</u>							
54 Rosarie LC and Elgin	Single	27	198	26	1078	$\frac{30}{50}$	Condition of track. (85/33)
55 Rosarie LC and Elgin	Single	13	180	13	380	20	Trackwork. <u>Applies 22 45 Sat 7 to</u> <u>14 00 Fri 12 Dec.</u>
56 Allanfearn LC (AOCL) and Raigmore LC	Single	140	550	140	1290	$\frac{20}{40}$	Trackwork. (86/32) <u>Finishes 10 00 Fri 12 Dec.</u>
<u>INVERNESS TO WICK</u>							
57 Tain and Ardgay	Single	44	890	44	1210	20	Trackwork. (86/36)
<u>DINGWALL TO KYLE OF LOCHALSH</u>							
58 Achterneed and Garve	Single	8	1640	9	880	20	Trackwork. (86/35)

=====



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>CARLISLE TO GLASGOW CENTRAL - continued</u>		
<u>SUNDAY 7 DECEMBER - continued</u>		
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 LM1, 2, 3 and 4, 07 00 to 16 15.</u>
72 Summit and Abington	Down and Up (to electric trains)	BLOCKED 00 00 to 02 15 ) Track renewal, track maintenance and earthwork.
	Down and Up	BLOCKED 02 15 to 06 30 ) <u>Isolation of electrical sections LC1 and 2.</u>
73 Abington and Symington GF	Down and Up (to electric trains)	BLOCKED 00 00 to 02 15 ) Track renewal, track maintenance, earthworks,
	Down and Up	BLOCKED 02 15 to 16 15 ) loading material and overhead line work. <u>Isolation of electrical sections LC1 and 2.</u>
74 Symington GF and Carstairs South Jn	Down and Up	BLOCKED 07 00 to 16 00. Overhead line work. <u>Isolation of electrical sections LC3 and 4.</u>
75 Carstairs	All	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 (to electric trains)	BLOCKED 00 00 to 02 40 ) Track renewal, track maintenance and signalling work
	Down and Up	BLOCKED 02 40 to 16 00 ) (Law Jn).
77A Law Jn and Shieldmoir	Down and Up (to electric trains)	BLOCKED 00 00 to 02 50 ) Track renewal. <u>Isolation of electrical sections MC1, 2, 3 and 4, ML1 (c, d, e and k) and ML2 (e, f and g).</u>
	Down and Up	BLOCKED 02 50 to 16 15 )
78 Motherwell (jn with Coatbridge and Hamilton lines)	All	BLOCKED (to electric trains) 00 30 to 05 30. Overhead line work. <u>Isolation of electrical sections MN1 and 2.</u>
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. <u>Isolation of electrical sections MN1 and 2.</u>
80 Newton East Jn and Rutherglen Central Jn	Down	BLOCKED 00 45 to 04 55 ) Overhead line work, track renewal and work at points
	Up	BLOCKED 00 45 to 08 00 ) Nos.19A and B. Single line working over Down line (for
	Down Passenger Loop	BLOCKED 00 45 to 08 00 ) <u>1S07). Trains diverted via R &amp; C lines. Isolation of electrical sections EN1 and 2.</u>
	Down Between Trains	BLOCKED (to electric trains) 04 55 to 05 25 )
	Down	BLOCKED 05 25 to 08 00 )
81 Rutherglen East Jn and Rutherglen Central Jn	Down and Up	Slow <u>Between Trains</u> 10 00 to 17 00. Track maintenance.
82 Polmadie and Rutherglen East Jn	Up Main/Fast and Down Slow	BLOCKED 00 45 to 08 00. Overhead line work. <u>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.</u>
	Down Main/Fast and Up Slow	BLOCKED (to electric trains)
83 Polmadie	All	08 00 to 17 00. Signalling work.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

CARLISLE TO GLASGOW CENTRAL - continuedSUNDAY 7 DECEMBER - continued

84	Larkfield Jn and Rutherglen Central Jn	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. <u>Isolation of electrical sections EG1 and 2, EG3(a to g) and EG4(d and e).</u> 00 00 to 15 30 )
87	Glasgow Central	All	08 00 to 17 00. Signalling work.

MONDAY 8 DECEMBER

88	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. <u>Electric hauled trains diverted via Cathcart Circle (Queens Park). Isolation of electrical sections EN1, 2, 3 and 4.</u>
89	Eglinton Street Jn	Down and Up Fast, Down and Up Slow, No.1 Down and Up, No.3 line and Up Branch BLOCKED	00 05 to 05 00. Overhead line work. <u>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.</u>

MONDAY 8 to WEDNESDAY 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.

TUESDAY 9 DECEMBER

91A	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.

TUESDAY 9 to THURSDAY 11 DECEMBER

93	Summit and Beattock North	Up BLOCKED	02 35 to 05 35 daily. Track maintenance.
----	---------------------------	------------	--

TUESDAY 9 to FRIDAY 12 DECEMBER

93A	Bridge Street Jn and Glasgow Central	Lines Nos.3, 4 and X BLOCKED	00 10 to 05 00 daily. Track renewal.
-----	--------------------------------------	------------------------------	--------------------------------------



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

LAW JN TO UDDINGSTON JN  
UNTIL FURTHER NOTICE

105 Wishaw Central and Wishaw Central Jn	All	00 00 to 05 00 daily. Signalling work.
--	-----	--

SATURDAY 6 DECEMBER

106 Law Jn and Holytown Jn	Down and Up BLOKED	01 00 to 05 15. Overhead line work. <u>Trains diverted via Motherwell. Isolation of electrical sections ML1(c, d, e and k) and ML2(e, f and g).</u>
----------------------------	--------------------	---

SUNDAY 7 DECEMBER

107 Law Jn and Holytown Jn	Down and Up Between Trains BLOKED (to electric trains)	18 00 to 24 00. Overhead line work. <u>Isolation of electrical sections ML1(c, d, e and k) and ML2(e, f and g).</u>
----------------------------	--	---

108 Holytown Jn and Mossend West Jn	Down and Up Between Trains	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	All	08 00 to 17 00. Signalling work.
---------------------	-----	----------------------------------

TUESDAY 9 to FRIDAY 12 DECEMBER

111 Law Jn and Holytown Jn	Down and Up BLOKED	01 00 to 05 15 daily. Overhead line work. <u>Trains diverted via Motherwell. Isolation of electrical sections ML1(c, d, e and k) and ML2(e, f and g).</u>
----------------------------	--------------------	---

112 Ravenscraig No.2 and Holytown Jn	Down and Up BLOKED (to electric trains)	07 00 to 16 00 daily. Overhead line work. <u>Electric hauled trains diverted via Motherwell. Isolation of electrical sections ML1(c and k) and ML2(g).</u>
--------------------------------------	---	--

WISHAW CENTRAL JN TO SHIELDMUIR JN  
UNTIL FURTHER NOTICE

113 Wishaw Central Jn and Shieldmuir Jn	All	00 00 to 08 00 daily. Signalling work.
---	-----	--

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 BLOKED	00 45 to 08 00. Tunnel work (Barncluith) and undertrack excavation (SSEB). <u>Possession to be given up for the passage of 1S07, 21 00 (Sat) Euston to Inverness over Up line. Isolation of electrical section MHL.</u>
-------------------------------------	--------------------	---

TUESDAY 9 to THURSDAY 11 DECEMBER

116 Motherwell and Newton East Jn	Down and Up BLOKED	00 30 to 05 30 daily. Track maintenance.
-----------------------------------	--------------------	--

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>NEWTON WEST JN TO CATHCART WEST JN</u>		
<u>SUNDAY 7 DECEMBER</u>		
117 Newton West Jn and Cathcart West Jn	Down and Up	BLOCKED 00 00 to 08 00. Slip treatment. <u>Isolation of electrical sections MN5 and 6.</u>
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
118 Newton West Jn and Cathcart East Jn	Down and Up	BLOCKED 00 00 to 05 30 daily. Track maintenance and overhead line work. <u>Isolation of electrical sections MN5 and 6.</u>
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>		
<u>SUNDAY 7 DECEMBER</u>		
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). <u>Isolation of electrical sections PR1 and 2.</u>
<u>LARKFIELD JN TO SHIELDS JN</u>		
<u>SUNDAY 7 DECEMBER</u>		
120 Larkfield Jn and Shields Jn	Down Up BLOCKED (to electric trains)	BLOCKED Between Trains BLOCKED (to electric trains)
08 00 to 18 00. Overhead line work. <u>Isolation of electrical sections EN2(b to h), EBI(j) and EB2(a).</u> Crane and mechanical equipment in use.		
<u>GREтна JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>		
<u>SATURDAY 6 and SUNDAY 7 DECEMBER</u>		
121 Gretna Jn and Annan	All	00 00 Sat to 22 30 Sun. Signalling work.
<u>TUESDAY 9 DECEMBER</u>		
122 Eglinton Street Jn and Muirhouse South Jn	Up Down	BLOCKED BLOCKED
03 00 to 04 30 ) Track maintenance. 04 30 to 06 00 )		
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
123 Auchinleck and New Cumnock	Up Between Trains	BLOCKED, Down BLOCKED
01 00 to 07 10. Drainage. Crane and mechanical equipment in use.		
<u>WEDNESDAY 10 to FRIDAY 12 DECEMBER</u>		
124 Muirhouse Central Jn and Muirhouse North Jn	Down and Up	BLOCKED 00 30 to 05 30 daily. Overhead line work. <u>Isolation of electrical sections EW1 to 6, 00 30 to 05 00.</u>
<u>KILMARNOCK TO BARASSIE</u>		
<u>UNTIL FURTHER NOTICE</u>		
125 Kilmarnock and Gatehead LC	Single	08 00 to 18 00 daily. Bridgework (OB No.4B).
<u>SUNDAY 7 DECEMBER</u>		
126 Kilmarnock and Barassie	Single	BLOCKED 07 00 to 24 00. Bridgework (OB No.4B) and earthwork.



SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>MUIRHOUSE CENTRAL JN TO TERMINUS JN</u>		
<u>SUNDAY 7 DECEMBER</u>		
127 Muirhouse Central Jn and Terminus Jn	Single BLOCKED	08 00 to 18 00. Overhead line work. <u>Isolation of electrical sections EB1(j), EB2(a) and EW3.</u>
<u>WEDNESDAY 10 to FRIDAY 12 DECEMBER</u>		
128 Muirhouse Central Jn and Terminus Jn	Single BLOCKED	00 00 to 05 30 daily. Overhead line work. <u>Isolation of electrical sections EW3 and 4.</u>
<u>MUIRHOUSE CENTRAL JN TO MUIRHOUSE NORTH JN (VIA CATHCART) (CATHCART CIRCLE)</u>		
<u>SUNDAY 7 DECEMBER</u>		
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. <u>Isolation of electrical sections EW1 and 2.</u>
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>
<u>WEDNESDAY 10 to FRIDAY 12 DECEMBER</u>		
131 Muirhouse Central Jn and Cathcart West Jn (via Maxwell Park)	Inner and Outer BLOCKED	00 00 to 05 30. Overhead line work. <u>Isolation of electrical sections EW1 to 6.</u>
<u>BRIDGE STREET JN TO STRANRAER</u>		
<u>UNTIL FURTHER NOTICE</u>		
132 Bridge Street Jn and Cardonald	All	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).
<u>SUNDAY 7 DECEMBER</u>		
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. <u>Isolation of electrical sections EL1 and 2, SL3 and 4 and SA1 to 4, 01 00 to 08 00.</u>
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. <u>Isolation of electrical sections EL1 and 2, 01 00 to 08 00.</u>
136 Lochwinnoch and Glengarnock	Down and Up BLOCKED	00 15 to 09 45. Track renewal and station work (Lochwinnoch).

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>BRIDGE STREET JN TO STRANRAER - continued</u>		
<u>SUNDAY 7 DECEMBER - continued</u>		
137 Glengarnock and Kilwinning Jn	Down and Up	BLOCKED 00 15 to 09 45. Track renewal and track maintenance. <u>Isolation of electrical sections SL3 and 4, 01 00 to 08 00.</u>
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.
<u>TUESDAY 9 and WEDNESDY 10 DECEMBER</u>		
144 Bridge Street Jn	No.1 Branch	BLOCKED 00 30 to 05 30 daily. Track renewal at points No.384 and track maintenance.
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
145 Kilwinning Jn and Irvine	Down and Up	BLOCKED 00 10 to 05 30 daily. Track renewal and station work. <u>Isolation of electrical sections SA1 and 2.</u>
145A Irvine and Ayr	Down and Up <u>Between Trains</u> BLOCKED (to electric trains)	01 00 to 05 00 daily. Overhead line construction work. <u>Isolation of electrical sections SA1, 2, 3 and 4.</u>
<u>CORKERHILL CSMD GROUND FRAME TO HAWKHEAD (GOODS LINE)</u>		
<u>SUNDAY 7 DECEMBER</u>		
146 Corkerhill CSMD GF and Hawkhead	Single	BLOCKED 07 00 to 17 00. Loading material.
<u>PAISLEY TO GOUROCK</u>		
<u>SATURDAY 6 DECEMBER</u>		
147 Wemyss Bay Jn	All	00 00 to 07 00. Signalling work.
<u>SUNDAY 7 DECEMBER</u>		
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	All	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 sections GG1 and 2.</u>
<u>TUESDAY 9 DECEMBER</u>		
150 Greenock Central and Wemyss Bay Jn	Up	BLOCKED 00 30 to 05 30. Track maintenance.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PAISLEY TO GOUROCK - continued</u>		
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
151 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>
<u>WEMYSS BAY JN TO WEMYSS BAY</u>		
<u>SATURDAY 6 DECEMBER</u>		
152 Wemyss Bay Jn	All	00 00 to 07 00. Signalling work.
<u>SUNDAY 7 DECEMBER</u>		
153 Wemyss Bay Jn and Wemyss Bay	All	08 00 to 17 00. Signalling work.
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
154 Wemyss Bay Jn and Wemyss Bay	Single	BLOCKED 00 30 to 06 00 daily. Bridgework (OB No.8). <u>Isolation of electrical sections GW1.</u>
<u>KILWINNING JN TO LARGS</u>		
<u>UNTIL FURTHER NOTICE</u>		
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).
<u>SATURDAY 6 DECEMBER</u>		
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	Down and Up (to electric trains)	BLOCKED 00 45 to 05 30. Engineering work. <u>Isolation of electrical sections SL1 and 2.</u>
160 Hunterston and Largs	Single	BLOCKED 00 45 to 05 45. Engineering work.
<u>SUNDAY 7 DECEMBER</u>		
161 Kilwinning Jn and Saltcoats	Down and Up	BLOCKED 00 30 to 09 30. Engineering work.
162 Saltcoats and Hunterston	Up Freight Single Single <u>Between Trains</u> Up Freight <u>Between Trains</u>	BLOCKED 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.
<u>SUNDAY 7 to FRIDAY 12 DECEMBER</u>		
163A Hunterston and Largs	Single <u>Between Trains</u>	08 00 to 16 00 daily. Drainage. Crane and mechanical equipment in use.
<u>MONDAY 8 DECEMBER</u>		
164 Saltcoats	Down and Up (to electric trains)	BLOCKED 00 00 to 05 30. Engineering work. <u>Isolation of electrical sections SL1 and 2, 01 00 to 05 00</u>

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>KILWINNING JN TO LARGS - continued</u>		
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
165 Kilwinning Jn and Saltcoats	Down and Up <b>BLOCKED</b>	00 30 to 05 30 daily. Engineering work. <u>Isolation of electrical sections SL1 and 2.</u>
166 Hunterston and Saltcoats	Single and Up Freight <b>BLOCKED</b>	00 30 to 05 30 daily. Engineering work. <u>Possession to be given up for passage of 1290 Sandite train over Up Freight Monday and Wednesday only.</u>
167 Hunterston and Largs	Single <b>BLOCKED</b>	01 00 to 06 00 daily. Engineering work.
<u>MOTHERWELL TO PERTH</u>		
<u>SUNDAY 7 DECEMBER</u>		
168 Braidhurst Loops and Mossend Yard	All	08 00 to 17 00. Signalling work.
169 Mossend South Jn	Down and Up <u>Between Trains</u>	00 00 to 09 00. Track renewal.
170 Burnhouse and Whifflet North Jn	Down and Up <u>Between Trains</u> <b>BLOCKED</b> (to electric trains)	08 30 to 18 00. Track maintenance (switches and crossings) and earthwork. <u>Isolation of electrical sections ML1(1 and m) and ML2(j to q).</u>
171 Gartsherrie South Jn and Garnqueen North Jn	Down and Up <b>BLOCKED</b>	08 00 to 16 00. Loading material.
172 Garnqueen North Jn and Greenfoot LC	Down and Up <b>BLOCKED</b>	08 00 to 16 00. Loading material.
173 Greenfoot LC and Cumbernauld	Down and Up <u>Between Trains</u>	00 00 to 08 00. Track maintenance.
174 Carmuir's West Jn and Greenhill Lower Jn	Up <b>BLOCKED</b>	00 30 to 08 30. Track renewal.
175 Larbert North and Larbert Jn	Up <b>BLOCKED</b> Down <u>Between Trains</u>	00 50 to 08 00. Track maintenance.
176 Stirling Middle and Stirling North	Down and Up Main <b>BLOCKED</b>	08 00 to 16 30. Stationwork (Stirling). <u>Trains to run over S and D lines.</u>
177 Stirling North and Dunblane	Down <b>BLOCKED</b> Up <u>Between Trains</u>	01 00 to 16 30. Signalling work (Cornton LC), track renewal, track maintenance and tunnel work (Kippenross). <u>Single line working over Up line.</u> Crane and mechanical equipment in use.
178 Auchterarder and Hilton Jn	Down and Up <u>Between Trains</u>	08 00 to 17 00. Track renewal between 137m900yd and 149m370yd.
179 Hilton Jn and Perth	Down and Up <u>Between Trains</u>	08 00 to 18 00. Signalling work (Perth) and tunnel work (Moncrieffe).

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

MOTHERWELL TO PERTH - continued  
MONDAY 8 to WEDNESDAY 10 DECEMBER

180 Motherwell MPD	Down and Up <u>Between Trains</u>	11 00 to 18 00 daily. Track maintenance.
--------------------	--------------------------------------	--

TUESDAY 9 to FRIDAY 12 DECEMBER

181 Larbert North	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track renewal.
-------------------	--------------------------------------	--------------------------------------

181A Stirling North and Dunblane	Down <b>BLOCKED</b> Up <u>Between Trains</u>	00 40 to 03 50 daily. Track renewal and track maintenance. <u>Single line working over Up line.</u> Crane and mechanical equipment in use.
-------------------------------------	---	--

WHIFFLET NORTH JN TO RUTHERGLEN EAST JN  
SUNDAY 7 DECEMBER

182 Whifflet North Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00. Track maintenance (Switches and Crossings) and earthwork. Crane and mechanical equipment in use.
--------------------------	--------------------------------------	--

EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)  
UNTIL FURTHER NOTICE

183 Haymarket West Jn and Newbridge Jn	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.3A) and construction work. Mechanical equipment in use.
--	--------------------------------------	---

184 Newbridge Jn and Winchburgh Jn	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
--	--------------------------------------	--------------------------------------

185 Winchburgh Jn and Linlithgow	Down and Up <u>Between Trains</u>	07 30 to 16 30. Retaining wall work.
-------------------------------------	--------------------------------------	--------------------------------------

SATURDAY 6 DECEMBER

186 Haymarket	All	00 00 to 06 00. Signalling work.
---------------	-----	----------------------------------

SUNDAY 7 DECEMBER

187 Haymarket	All	08 00 to 18 00. Signalling work.
---------------	-----	----------------------------------

188 Haymarket East Jn and Haymarket West Jn	Down and Up South <b>BLOCKED</b>	00 00 to 16 00. Reballasting and track maintenance between 45m1496yd and 45m836yd. <u>Trains diverted via North lines and Dalmeny Jn.</u> Crane in use.
--	-------------------------------------	---

189 Newbridge Jn and Haymarket West Jn	Up <u>Between Trains</u>	00 00 to 07 00. Track maintenance between 44mp and 44m440yd.
--	--------------------------	--

190 Newbridge Jn and Winchburgh Jn	Down and Up <b>BLOCKED</b>	00 00 to 16 00. Tunnel work (Winchburgh Tunnel). <u>Trains diverted via Dalmeny Jn.</u>
--	----------------------------	---

191 Linlithgow and Polmont Jn	Down and Up <b>BLOCKED</b>	00 00 to 08 00. Track renewal.
----------------------------------	----------------------------	--------------------------------

192 Polmont Jn and Greenhill Upper Jn	Down and Up <b>BLOCKED</b>	00 00 to 18 00. Track renewal, track maintenance and tunnelwork (Falkirk High).
---	----------------------------	---

192A Cowlairs	All	08 00 to 18 00. Signalling work.
---------------	-----	----------------------------------

193 Queen Street HL and Cowlairs West Jn	Down <b>BLOCKED</b> Up <u>Between Trains</u>	00 15 to 16 00. Signalling work and tunnel work (Queen Street HL).
--	---	--

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH) - continued</u>		
<u>MONDAY 8 DECEMBER</u>		
194 Haymarket West Jn and Newbridge Jn	Down <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 44m1610yd and 38m1300yd.
<u>TUESDAY 9 to THURSDAY 11 DECEMBER</u>		
195 Newbridge Jn and Winchburgh Jn	Down BLOCKED	00 00 to 04 30 daily. Tunnel work (Winchburgh). <u>Single line working over Up line.</u>
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
196 Polmont Jn and Greenhill Upper Jn	Down and Up BLOCKED	00 00 to 06 00 daily. Track maintenance and track renewal.
196A Polmont Jn	Down and Up <u>Between Trains</u>	00 00 to 06 00 daily. Track renewal.
197 Cadder West and Cowlairs East Jn	Down and Up BLOCKED	00 00 to 05 00 daily. Track maintenance.
198 Cowlairs West Jn and Queen Street HL	Down BLOCKED Up <u>Between Trains</u>	00 00 to 05 00 daily. Track maintenance and track renewal.
<u>THURSDAY 11 and FRIDAY 12 DECEMBER</u>		
199 Haymarket East Jn and Haymarket West Jn	Down South <u>Between Trains</u>	00 00 to 06 00 daily. Track maintenance between 45m1610yd and 44m1610yd.
<u>FRIDAY 12 DECEMBER</u>		
200 Princes Street Gardens and Haymarket Central Jn	Down and Up North <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 0m550yd and 1m1450yd.
201 NOT USED		
<u>POLMONT JN TO LARBERT JN</u>		
<u>SUNDAY 7 DECEMBER</u>		
202 Polmont Jn and Grangemouth Jn	Down and Up BLOCKED Up Loop 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).
<u>GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL (GOODS LINE)</u>		
<u>SUNDAY 7 DECEMBER</u>		
204 Grangemouth Jn and Grangemouth Oil Terminal	Down, Up and Single BLOCKED	00 00 to 18 00. Track maintenance.

**SECTION B - TEMPORARY ENGINEERING WORKS - continued**

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
----------------------	-----------------------	----------------

COWLAIRS TO BELLGROVESUNDAY 7 DECEMBER

206 Cowlairs West Jn and Sighthill Jn	Down and Up Passenger BLOCKED	08 00 to 18 00. Track renewal.
---	----------------------------------	--------------------------------

NEWBRIDGE JN TO BATHGATETUESDAY 9 to FRIDAY 12 DECEMBER

207 Cawburn Jn and Carmondean Jn	Single BLOCKED	00 00 to 05 30 daily. Track maintenance.
-------------------------------------	----------------	--

AIRDRIE TO HELENSBURGHSATURDAY 6 DECEMBER

208 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>
209 Sunnyside Jn and Shettleston	Down and Up BLOCKED	00 10 to 05 00. Overhead line work. <u>Isolation of electrical sections PA1 and 2.</u>
210 Shettleston and Bridgeton Central Jn	Down and Up BLOCKED	00 10 to 05 00. Signalling work and overhead line work. <u>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.</u>
211 Bridgeton Central Jn and Finnieston GF	Down and Up BLOCKED	00 30 to 05 15. Signalling work. <u>Possession to be given up for the passage of T71.</u>
212 Westerton	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	Platform No.3 BLOCKED	00 20 to 05 45. Station work. <u>Isolation of electrical sections DH1 and 2.</u>

SUNDAY 7 DECEMBER

215 High Street Jn and Finnieston GF	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). <u>Isolation of electrical sections DF7 and 8.</u>
217 Knightswood South Jn and Westerton	Down and Up BLOCKED	01 00 to 07 30. Station work (Westerton) and retaining wall work. <u>Isolation of electrical sections DF3 and 4 and DM1 and 2.</u>
218 Craigendoran Jn and Helensburgh Central	Single BLOCKED	00 20 to 07 15. Track renewal. <u>Isolation of electrical sections DH1 and 2.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>AIRDRIE TO HELENSBURGH - continued</u>		
<u>SUNDAY 7 and MONDAY 8 DECEMBER</u>		
219 Dalmuir Park and Bowling LC	Down and Up	BLOCKED 00 45 Sun to 05 30 Mon. Station work (Old Kilpatrick). <u>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).</u>

TUESDAY 9 NOVEMBER

220 Hyndland East Jn and Knightswood North Jn	Down and Up	BLOCKED 00 15 to 05 30. Track maintenance (Switches and Crossings).
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. <u>Isolation of electrical sections PA3 and 4.</u>
224 Shettleston and Bridgeton Central Jn	Down and Up	BLOCKED 00 10 to 05 00 daily. Overhead line work. <u>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.</u>
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 North Jn	Down and Up	BLOCKED 00 15 to 05 30 daily. Track maintenance (Switches and crossings).
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.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>BRIDGETON CSD TO HIGH STREET STATION (GOODS LINE)</u>		
<u>SUNDAY 7 DECEMBER</u>		
232 Bridgeton CSD and Bridgeton Central Jn	Down and Up BLOCKED	09 00 to 16 00. Overhead line work. <u>Isolation of electrical sections PB1 and 2.</u>
<u>HYNDLAND NORTH JN TO HYNDLAND WEST JN</u>		
<u>TUESDAY 9 DECEMBER</u>		
233 Hyndland North Jn	Down and Up BLOCKED	00 15 to 05 30. Track maintenance (Switches and Crossings).
<u>WEDNESDAY 10 DECEMBER</u>		
234 Hyndland North Jn	Down and Up BLOCKED	00 50 to 05 30. Track maintenance (Switches and Crossings).
<u>THURSDAY 11 and FRIDAY 12 DECEMBER</u>		
235 Hyndland North Jn	Down and Up BLOCKED	00 15 to 05 30 daily. Track maintenance (Switches and Crossings).
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u>		
<u>SATURDAY 6 DECEMBER</u>		
236 Hyndland West Jn and Dalmuir Park	Down and Up BLOCKED	00 15 to 05 30. Overhead line construction work. <u>Isolation of electrical sections DF5 and 6.</u>
<u>SUNDAY 7 DECEMBER</u>		
237 Hyndland East Jn and Clydebank Dock Jn	Down and Up BLOCKED	00 00 to 07 30. Overhead line construction work and bridgework (FB Scotstounhill). <u>Isolation of electrical sections DF5 and 6.</u>
238 Clydebank Dock Jn and Dalmuir Park	Down and Up BLOCKED	00 00 to 07 30. Overhead line construction work and tunnelwork (Dalmuir TT). <u>Isolation of electrical sections DF5 and 6.</u>
<u>COWLAIRS WEST JN TO KNIGHTSWOOD NORTH JN</u>		
<u>SUNDAY 7 DECEMBER</u>		
239 Cowlairs West Jn and Knightswood North Jn	Down and Up BLOCKED	08 00 to 16 30. Retaining wall work and track renewal.
<u>CRAIGENDORAN JN TO FORT WILLIAM</u>		
<u>SATURDAY 6 and SUNDAY 7 DECEMBER</u>		
240 Tyndrum Upper and Bridge of Orchy	Single BLOCKED	21 15 Sat to 17 15 Sun. Retaining wall work.
<u>SUNDAY 7 DECEMBER</u>		
241 Craigendoran Jn and Garelochhead	Single BLOCKED	06 00 to 18 00. Bridgework (OB No.21C).
241A Arrochar & Tarbet and Ardlui	Single BLOCKED	08 00 to 16 00. Track renewal.
242 Crianlarich and Tyndrum Upper	Single BLOCKED	07 30 to 17 15. Track renewal.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>CRIANLARICH TO OBAN</u>		
<u>SUNDAY 7 DECEMBER</u>		
243 Dalmally and Taynuilt	Single BLOCKED	08 00 to 16 00. Track renewal.
<u>MALLAIG JN TO MALLAIG</u>		
<u>SUNDAY 7 DECEMBER</u>		
243A Annat and Mallaig	Single <del>BLOCKED</del>	07 00 to 17 00. Track renewal.
<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u>		
<u>UNTIL FURTHER NOTICE</u>		
244 Beal and Tweedmouth	All	08 00 to 16 00 daily. Signalling work between 58m1140yd and 65m1720yd.
245 Reston GSP and Grantshouse	Down and Up <u>Between Trains</u>	08 00 to 18 00 daily. Bridgework (OB No.128).
246 Longniddry and Prestonpans	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Construction work.
<u>SATURDAY 6 and SUNDAY 7 DECEMBER</u>		
248 Berwick-upon-Tweed and Reston GSP	Down BLOCKED Up <u>Between Trains</u>	22 45 Sat to 16 40 Sun. Track reballasting, unloading rails, track maintenance and overhead line construction work between 54m704yd and 54m220yd. <u>Single line working over Up line 03 00 to 16 40.</u>
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 <u>passage of 1S70 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
<u>SUNDAY 7 DECEMBER</u>		
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 <u>passage of 1S70 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
251 Oxwellmains and Dunbar	Down and Up BLOCKED	00 30 to 09 30. Bridgework (UB No.88). Possession to be given up for the <u>passage of 1S70 20 12 (SO) Kings Cross to Aberdeen, 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
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 <u>passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

TWEEDMOUTH TO EDINBURGH WAVERLEY - continuedSUNDAY 7 DECEMBER - continued

253 Drem Jn	Up and Up Loop BLOCKED	00 30 to 09 00. Track renewal.
254 Drem and St Germain's LC	Down and Up BLOCKED	00 30 to 09 30. Slip treatment and loading material. Possession to be given up for the <u>passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
255 St Germain's LC and Prestonpans	Down and Up BLOCKED	00 00 to 09 30. Bridgework (OB No.40AA). Possession to be given up for the <u>passage of 1S70 20 12 (SO) Kings Cross to Aberdeen 1S77 22 35 (SO) Kings Cross to Edinburgh and 1S38 23 25 (SO) Kings Cross to Edinburgh over Down line.</u>
256 Monktonhall Jn and Prestonpans	Up BLOCKED Down <u>Between Trains</u>	00 15 to 09 30. Loading material.
257 Craigentenny and Abbeyhill Jn	Down and Up BLOCKED	00 00 to 08 30. Drainage work. <u>Trains to be diverted via Lochend Jn.</u>
258 Waverley (East End) and Waverley (West End)	North Loop Siding and North Loop BLOCKED Platforms Nos.1 and 19 <u>Between Trains</u>	00 00 to 08 00. Bridgework (OB No.6).

MONDAY 8 DECEMBER

259 Monktonhall Jn and Prestonpans	Up <u>Between Trains</u>	00 30 to 06 30. Track maintenance between 5m1720yd and 6m90yd.
---------------------------------------	--------------------------	--

TUESDAY 9 to THURSDAY 11 DECEMBER

260 Innerwick GSP and Grantshouse	Up BLOCKED	01 50 to 06 45 daily. Track maintenance between 34m880yd and 41m310yd. <u>Single line working over Down line.</u>
--------------------------------------	------------	--

TUESDAY 9 to FRIDAY 12 DECEMBER

261 Reston GSP and Berwick-upon- Tweed	Up BLOCKED Down <u>Between Trains</u>	02 00 to 06 30 daily. Overhead line construction work between 47m310yd and 54m1080yd. Mechanical equipment in use.
---	--	--

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 54m1080yd and 47m310yd.
--	--------------	---

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)</u>		
<u>UNTIL FURTHER NOTICE</u>		
263 Portobello and Leith South	Single <u>Between Trains</u>	05 00 to 19 00 daily. Construction work. Mechanical equipment in use.
<u>SUNDAY 7 DECEMBER</u>		
264 Portobello and Leith South	Single <b>BLOCKED</b>	05 00 to 16 00. Earthwork.
<u>MONKTONHALL JN TO MILLERHILL SOUTH JN (GOODS LINE)</u>		
<u>MONDAY 8 DECEMBER</u>		
265 Monktonhall Jn and Millerhill South Jn	Down and Up <u>Between Trains</u>	03 00 to 07 00. Track maintenance.
<u>BILSTON GLEN TO MILLERHILL SOUTH (GOODS LINE)</u>		
<u>SUNDAY 7 DECEMBER</u>		
266 Millerhill Yard	All <u>Between Trains</u>	07 00 to 17 00. Signalling work.
<u>NIDDRIE SOUTH JN TO HAYMARKET WEST JN</u>		
<u>SUNDAY 7 DECEMBER</u>		
267 Niddrie West Jn and Craiglockhart Jn	Down <b>BLOCKED</b>	10 00 to 16 00. Track maintenane between 6m730yd and 1m370yd.
<u>HAYMARKET WEST JN TO ABERDEEN</u>		
<u>UNTIL FURTHER NOTICE</u>		
268 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	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	All <u>Between Trains</u>	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 Camperdown Jn	Down Through/ Down Platform and Down Main <u>Between Trains</u>	07 00 to 19 00 daily. Bridgework (OB No.188J). Crane and mechanical equipment in use.
271 Newtonhill and Ferryhill Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, rock blasting and work at lineside between 230m1300yd and 239m640yd. Crane and mechanical equipment in use.
<u>SATURDAY 6 and SUNDAY 7 DECEMBER</u>		
272 Dundee Central Jn and Tay Bridge South	Up <b>BLOCKED</b> Down <u>Between Trains</u>	23 30 Sat to 16 15 Sun. Track renewal and track maintenance between 57m220yd and 56m910yd. <u>Single line working over Down line 08 00 to 16 00.</u> Crane and mechanical equipment in use.
273 Carnoustie LC and Arbroath LC	Down and Up <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track renewal and work at lineside between 10m640yd and 16m1320yd. Mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>SATURDAY 6 and SUNDAY 7 DECEMBER - continued</u>		
274 Newtonhill and Ferryhill Jn	Down BLOCKED Up <u>Between Trains</u> Down <u>Between Trains</u>	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 230m1300yd and 240m880yd and signalling work. <u>Single line working over Up line 02 45 to 06 30.</u> Mechanical equipment in use
<u>SATURDAY 6 to FRIDAY 12 DECEMBER</u>		
275 Camperdown Jn and Broughty Ferry LC	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 0m460yd and 3m990yd. Mechanical equipment in use.
276 Craigo and Laurencekirk	Down and Up <u>Between Trains</u>	08 00 to 16 00 daily. Work at lineside between 205m176yd and 210m1320yd. Mechanical equipment in use.
<u>SUNDAY 7 DECEMBER</u>		
277 Haymarket West Jn and Dalmeny	Down and Up <u>Between Trains</u>	00 00 to 07 00. Track maintenance and track renewal.
278 North Queensferry and Dalmeny	Up BLOCKED Down <u>Between Trains</u>	07 30 to 17 00. Bridgework (Forth Bridge). <u>Up trains to run over Down line.</u>
279 North Queensferry and Inverkeithing	Down and Up <u>Between Trains</u>	00 00 to 08 00. Tunnel work (North Queensferry).
280 Inverkeithing East Jn and Burntisland	Down and Up <u>Between Trains</u> Down <u>Between Trains</u>	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 <u>Between trains</u>	00 05 to 16 40. Re-ballasting, track renewal and track maintenance between 30m580yd and 30m840yd. <u>5T74 05 15 Craigentiny to Dundee diverted via Cowdenbeath. Single line working over Up line 05 00 to 16 00.</u>
282 Ladybank and Cupar	Down and Up <u>Between Trains</u>	00 00 to 07 00. Track maintenance between 39m220yd and 44m1100yd.
283 Dundee Tay Bridge	All	07 30 to 17 00. Signalling work.
284 Camperdown LC	All	07 30 to 17 00. Signalling work.
285 Arbroath LC and Inverkeilor	Down and Up <u>Between Trains</u>	08 00 to 16 30. Bridgework (OBs Nos.232, 233, and 237). Track renewal between 16m1320yd and 23m240yd.
286 Usan and Montrose South	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal between 28m880yd and 30m810yd.
287 Ferryhill Jn and Aberdeen	All	07 30 to 17 00. Signalling work.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>HAYMARKET WEST JN TO ABERDEEN - continued</u>		
<u>MONDAY 8 DECEMBER</u>		
288 Seafield Shunting Frame and Kirkcaldy	Down <u>Between Trains</u>	00 00 to 06 00. Track maintenance between 23m1280yd and 26m20yd.
289 Dundee Central Jn and Tay Bridge South	Up BLOCKED Down <u>Between Trains</u> Up <u>Between Trains</u>	00 30 to 05 45 ) Track renewal and track 00 00 to 24 00 ) maintenance between 57m220yd 05 45 to 24 00 ) and 56m910yd.
<u>MONDAY 8 to FRIDAY 12 DECEMBER</u>		
290 Carnoustie LC and Arbroath LC	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	00 00 to 07 00 daily. Track renewal, track maintenance and work at lineside between 230m1300yd and 240m880yd. Mechanical equipment in use.
<u>TUESDAY 9 and WEDNESDAY 10 DECEMBER</u>		
292 Haymarket West Jn and Dalmeny	Down <u>Between Trains</u>	00 00 to 06 30 daily. Track renewal between 8mp and 8m1320yd.
293 Sinclairtown and Thornton North Jn	Down BLOCKED	00 00 to 04 00 daily. Track maintenance between 27m90yd and 30m1360yd. <u>Down trains diverted via Cowdenbeath.</u>
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
294 Tay Bridge South and Dundee Central Jn	Down and Up <u>Between Trains</u>	00 00 to 24 00 daily. Track renewal and track maintenance between 56m910yd and 57m220yd.
<u>THURSDAY 11 DECEMBER</u>		
295 Haymarket West Jn and Dalmeny	Down <u>Between Trains</u>	00 00 to 06 30. Track renewal between 9mp and 9m880yd.
<u>FRIDAY 12 DECEMBER</u>		
296 Dalmeny and Haymarket West Jn	Up <u>Between Trains</u>	00 00 to 06 30. Track renewal between 9m880yd and 9mp.
<u>LADYBANK JN TO HILTON JN</u>		
<u>SUNDAY 7 DECEMBER</u>		
297 Ladybank Jn and Hilton Jn	Single BLOCKED	07 30 to 16 30. Loading material between 0mp and 13m1320yd.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>PERTH TO INVERNESS</u> <u>UNTIL FURTHER NOTICE</u>		
298 Dunkeld and Pitlochry	Single <u>Between Trains</u>	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 <u>Between trains</u>	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.
300 Culloden Moor and Inverness	All	07 30 to 17 00 daily. Signalling work.

SATURDAY 6 and SUNDAY 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. <u>Possession to be given up for the passage of 0221, 20 55 (Sat) Inverness to Perth, 1245, 01 34 (SO) Perth to Inverness, 1503, 20 33 (Sat) Euston to Inverness and 1507, 21 00 (Sat) Euston to Inverness.</u> Crane and mechanical equipment in use.
302 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track renewal, track maintenance and signalling work between 35m130yd and 58m1170yd.
303 Millburn Jn and Culloden Moor	Up BLOCKED Down BLOCKED Down <u>Between Trains</u>	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 111m660yd. Crane and mechanical equipment in use.
304 Millburn Jn and Welsh's Bridge	Down Aviemore BLOCKED Up Aviemore <u>Between Trains</u>	21 00 Sat to 18 00 Sun. Track renewal, track maintenance, earthwork and work at lineside between 117m440yd and 117m1230yd and signalling work. <u>Single line working over Up Aviemore line 07 00 to 18 00.</u> Crane and mechanical equipment in use.
305 Millburn Jn and Inverness	Single Forres <u>Between Trains</u>	21 00 Sat to 18 00 Sun. Signalling work, track renewal, track maintenance, earthwork and work at lineside between 117m440yd and 118m70yd. Crane and mechanical equipment in use.

SATURDAY 6 to FRIDAY 12 DECEMBER

306 Pitlochry and Blair Atholl LC	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 28m640yd and 35m130yd. Mechanical equipment in use.
307 Kingussie LC and Kincairaig Loop	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside and loading material between 71m1056yd and 77m880yd. Mechanical equipment in use.

SUNDAY 7 DECEMBER

308 Perth and Stanley Jn	All	07 30 to 17 00. Signalling work.
--------------------------	-----	----------------------------------

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>PERTH TO INVERNESS - continued</u>		
<u>SUNDAY 7 DECEMBER - continued</u>		
309 Pitlochry Station	Down and Up <u>Between Trains</u>	08 30 to 16 00. Bridgework (FB No.65).
310 Dalwhinnie and Kingussie LC	Single <u>Between Trains</u>	08 00 to 17 00. Loading material between 58m1170yd and 71m1060yd.
311 Carrbridge Loop and Slochd Loop	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal and signalling between 90mp and 95m310yd.
312 Slochd Loop and Tomatin Loop	Single <u>Between Trains</u>	08 00 to 17 00. Loading rails and material and signalling work between 95m310yd and 99m240yd.
313 Tomatin Loop and Moy Loop	Single <u>Between Trains</u>	08 00 to 17 00. Loading rails and material between 99m240yd and 103m510yd and signalling work.
314 Moy Loop and Culloden Moor	Single <u>Between Trains</u>	08 00 to 17 00. Work at lineside between 103m510yd and 111m660yd.
315 Culloden Moor and Locomotive	All	08 00 to 17 00. Signalling work.
<u>MONDAY 8 to FRIDAY 12 DECEMBER</u>		
316 Stanley Jn and Dunkeld	Single <u>Between Trains</u>	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.
317 Culloden Moor and Millburn Jn	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.
318 Millburn Jn and Welsh's Bridge	Down Aviemore <u>Between Trains</u>	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 <u>Between Trains</u>	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.
<u>TUESDAY 9 to FRIDAY 12 DECEMBER</u>		
320 Blair Atholl LC and Dalwhinnie	Down and Up <u>Between Trains</u>	22 00 Tue to Thu to 06 00 Wed to Fri. Track maintenance between 35m130yd and 58m1170yd.
<u>WEDNESDAY 10 to FRIDAY 12 DECEMBER</u>		
321 Moy Loop and Culloden Moor	Single <u>Between Trains</u>	22 00 Wed and Thu to 06 00 Thu and Fri. Track maintenance between 103m510yd and 111m660yd.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
---------------	----------------	---------

PERTH TO DUNDEE CENTRAL JN  
UNTIL FURTHER NOTICE

322 Perth and Barnhill	Single <u>Between Trains</u>	08 00 to 16 00. Bridgework (UB No.35). Work at lineside between 20m1100yd and 20m1300yd. Mechanical equipment in use.
323 Longforgan LC and Dundee Central Jn	All <u>Between trains</u>	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	All	07 30 to 17 00. Signalling work.
325 Errol LC and Longforgan LC	Down and Up <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	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 INVERNESS  
UNTIL FURTHER NOTICE

329 Huntly and Keith	Single <u>Between Trains</u>	07 00 to 20 00 daily. Work at lineside and drainage between 45m880yd and 45m1100yd. Mechanical equipment in use.
330 Forres and Nairn	Single <u>Between Trains</u>	00 00 to 24 00 daily. Work at lineside between 128m1200yd and 128m1400yd. Mechanical equipment in use.
331 Nairn and Inverness	All	07 30 to 17 00 daily. Signalling work.

SATURDAY 6 DECEMBER

332 Millburn Jn and Inverness	All <u>Between Trains</u>	00 00 to 08 00. Unloading signalling material.
-------------------------------	---------------------------	--

SATURDAY 6 and SUNDAY 7 DECEMBER

333 Keith and Elgin	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 <u>Between Trains</u>	22 00 Sat to 17 00 Sun. Track maintenance between 11m1630yd and 0m330yd.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

<u>At or between</u>	<u>Lines affected</u>	<u>Remarks</u>
<u>ABERDEEN TO INVERNESS - continued</u>		
<u>SATURDAY 6 and SUNDAY 7 DECEMBER - continued</u>		
335 Nairn and Millburn Jn	Single <b>BLOCKED</b> Single <u>Between Trains</u>	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 <b>BLOCKED</b> Up Aviemore <u>Between Trains</u>	21 00 Sat to 18 00 Sun. Track renewal, track maintenance, earthworks, work at lineside and signalling work between 117m440yd and 117m1230yd. <u>Single line working over Up Aviemore line 07 00 to 18 00.</u> Crane and mechanical equipment in use.
337 Millburn Jn and Inverness	Single Forres <u>Between Trains</u>	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.
<u>SATURDAY 6 DECEMBER to FRIDAY 12 DECEMBER</u>		
338 Dyce Jn and Inverurie	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 6m242yd and 16m1738yd. Mechanical equipment in use.
339 Inverurie and Insch LC	Single <u>Between Trains</u>	08 00 to 17 00 daily. Work at lineside between 16m1738yd and 27m1034yd. Mechanical equipment in use.
<u>SUNDAY 7 DECEMBER</u>		
340 Aberdeen and Dyce Jn	All	07 30 to 17 00. Signalling work.
341 Insch Station	Down and Up <u>Between Trains</u>	08 00 to 16 30. Bridgework. (FB No.106).
342 Huntly and Keith	Single <u>Between Trains</u>	08 00 to 16 30. Bridgework. (OB No.184).
343 Nairn Station	All <u>Between Trains</u>	08 00 to 17 00. Bridgework (FB No.80).
<u>SUNDAY 7 to FRIDAY 12 DECEMBER</u>		
344 Elgin and Forres	Single <u>Between Trains</u>	22 00 Sun to Thu to 06 00 Mon to Fri. Track maintenance between 11m1630yd and 0m330yd.
<u>MONDAY 8 to FRIDAY 12 DECEMBER</u>		
345 Nairn and Millburn Jn	Single <u>Between Trains</u>	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 <u>Between Trains</u>	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 <u>Between Trains</u>	00 00 to 24 00 daily. Earthwork, work at lineside, track renewal, track maintenance and signalling work. Crane and mechanical equipment in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<u>INVERNESS TO WICK</u>		
<u>UNTIL FURTHER NOTICE</u>		
348 Inverness and Lentran	All	07 30 to 17 00 daily. Signalling work.
349 Dingwall and Invergordon	Single <u>Between Trains</u>	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 <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
351 Fearn Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
352 Tain Station	Down and Up <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane mechanical equipment in use.
353 Dunrobin Station	Single <u>Between Trains</u>	08 00 to 17 00 daily. Platform work. Crane and mechanical equipment in use.
<u>SATURDAY 6 DECEMBER</u>		
354 Inverness Station and Rose Street	Platforms Nos.5 and 7 <u>Between Trains</u>	00 00 to 08 00. Unloading signalling material.
<u>SATURDAY 6 DECEMBER to FRIDAY 12 DECEMBER</u>		
355 Inverness Station	All <u>Between Trains</u>	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 <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.
<u>SUNDAY 7 DECEMBER</u>		
357 Welsh's Bridge and Lentran	All <u>Between Trains</u>	07 30 to 17 00. Signalling work and work at lineside.
357A Lentran and Dingwall	Single <u>Between Trains</u>	08 00 to 16 00. Work at lineside between 5m1520yd and 18m1280yd.
358 Dingwall and Invergordon	Single <u>Between Trains</u>	08 00 to 17 00. Track renewal and work at lineside between 18m280yd and 31m810yd.
358A Invergordon and Tain	Single <u>Between trains</u>	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. <u>Possession to be given up for passage of 1H91, 08 05 Inverness to Lairg and 2H90, 11 10 Lairg to Inverness.</u>
360 Helmsdale and Forsinard	Single <u>Between Trains</u>	08 00 to 17 00. Loading material between 101m880yd and 125m1520yd.
361 Forsinard and Georgemas Jn	Single <u>Between Trains</u>	08 00 to 17 00. Loading material between 125m1520yd and 147m440yd.
<u>MONDAY 8 to FRIDAY 12 DECEMBER</u>		
362 Tain and Ardgay	Single <u>Between Trains</u>	08 00 to 16 00 daily. Track renewal and track maintenance between 44m890yd and 44m1210yd.

**SECTION B - TEMPORARY ENGINEERING WORKS - continued**

<b>At or between</b>	<b>Lines affected</b>	<b>Remarks</b>
----------------------	-----------------------	----------------

**DINGWALL TO KYLE OF LOCHALSH  
UNTIL FURTHER NOTICE**

363 Dingwall and Garve	Single	07 30 to 18 00 daily. Signalling work.
364 Achnasheen and Strathcarron LC	All	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 8m1640yd and 11m1430yd.
---------------------------	----------------	--

**MONDAY 8 to FRIDAY 12 DECEMBER**

366 Dingwall and Garve	Single <u>Between Trains</u>	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 87m1430yd.

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

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)

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)

---

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

\* \* 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 electric 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 APPENDIXSECTION 1TABLE A

Page 2

INDEX

<u>Amend</u>	<u>Page</u>
Shields Jn to Terminus Jn (Up Through Siding) (Goods Line)	38
 <u>to read :-</u>	
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

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 14					
<u>CARLISLE TO GLASGOW CENTRAL</u>					
Between Carlisle South Jn (CE) and Caldew Jn (incl) Amend to read:-					
	Carlisle South Jn (CE)	68 1610			
	<u>Carlisle</u>	69 200			
	Carlisle North Jn	0 420	20		<u>All lines and connections</u> <u>0<math>\frac{1}{2}</math>mp and 68m1340yd.</u>
	Caldew Jn	0 1170 ( 2 220 Goods line)	60 30	60	<u>0<math>\frac{1}{2}</math>mp and 0m1280yd</u> <u>Main to Goods line</u>
Pages 19 and 20					
Between Cleghorn LC (AHB) and Garriongill (incl) Amend to read:-					
	Cleghorn LC (AHB)	76 530	90 95 100 90	90	<u>77m260yd and 78m620yd</u> <u>78m620yd and 79m290yd</u> <u>79m290yd and 81<math>\frac{1}{2}</math>mp</u> <u>81<math>\frac{1}{2}</math>mp and 84mp</u> <u>81m510yd and 78m620yd</u>
	<u>Carluke</u>	81 1650	80 90	95	<u>84mp and 84m570yd</u> <u>84mp and 81m510yd</u>
					CW Up 84m70yd
Amended (6/9/86)					

MON-D2



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
<u>Pages 19 and 20 - Amend - continued</u>						
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">↑</div> <div style="text-align: center;">↓</div> </div>	Law Jn (see page 31)	84 150	<u>15</u>	<u>40</u>	Over DPL Entering over and leaving UPL Through jn to Holytown line	DPL 1915f (580m) UPL 2290f (695m)
	Garriongill Jn (see page 27)	84 1300	<u>50</u> <u>80</u> <u>70</u> <u>60</u>	<u>70</u> <u>60</u>	84m570yd and 84mp 84m570yd and 84m970yd 84m970yd and 84m1430yd	(27/9/86)
<u>Page 28</u>						
<u>CARSTAIRS SOUTH JN TO HAYMARKET EAST JN</u>						
<u>Add:-</u>	/T/	77 550				(24/11/86)
<u>Delete :</u>	/T/	87 1430				(23/8/86)
Delete : Camps LC and relevant information.						
<u>Pages 29/30</u>						
<u>MIDCALDER JN TO HOLYTOWN JN</u>						
<u>Add:-</u>	/T/	21 240				24/11/86
<u>Between Addiewell and Fauldhouse North</u>						
<u>Amend:-</u>			<u>50</u>	<u>60</u>	<u>13½mp and 11½mp.</u>	
<u>to read:-</u>			<u>60</u>	<u>60</u>	<u>13½mp and 11m1220yd</u>	(23/8/86)
<u>Add:-</u>	/T/	5 990				(24/11/86)
<u>Page 30</u>						
<u>Between Benhar Jn and Carfin</u>						
<u>Delete:</u>			60	50	9mp and 7½mp.	
			60	50	Over curves 2½mp and 1½mp.	(18/8/86)
<u>Page 31</u>						
<u>LAW JN TO UDDINGSTON JN</u>						
<u>Between Law Jn and Wishaw Central</u>						
<u>Delete:</u>			<u>70</u>	<u>70</u>	Through jn to 84½ (for multiple unit trains)	
<u>Amend:</u>			<u>50</u>	<u>50</u>	Through jn to 84½ (for other than multiple unit trains)	
<u>to read:</u>			<u>50</u>	<u>50</u>	Through jn to 84½mp	(27/9/86)

MON-03

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<b>Page 35</b>					
<u>RUTHERGLEN CENTRAL JN TO FINNIESTON</u>					
<u>Between Rutherglen and Rutherglen North Jn</u>					
<u>Add:-</u>	Rutherglen Footpath LC (RG)	0 510			Amended (1/11/86)
<b>Page 37</b>					
<u>RUTHERGLEN WEST JN TO RUTHERGLEN NORTH JN (WEST CURVE)</u>					
<u>Add:-</u>	Rutherglen Footpath LC (RG)	0 470			Amended (1/11/86)
<b>Page 40</b>					
<u>GRETNA JN TO EGLINTON STREET JN (VIA KILMARNOCK)</u>					
<u>Between Dumfries South (DS) and Holywood LC</u>					
<u>Amend to read:-</u>					
	Dumfries South (DS)	92 1010			
	Dumfries Stn. (D) (See page 44)	91 1300	<u>45</u>	<u>45</u>	<u>92m700yd and 93m1120yd.</u> <u>Over curve, 92m700yd and 92mp</u>
	Hollywood LC	88 680	<u>30</u>	<u>30</u>	<u>Through stn. on main lines</u> <u>92mp to 91½mp</u>
<b>Page 41</b>					
<u>GRETNA JN TO EGLINTON ST JN (VIA KILMARNOCK)</u>					
<u>Between Mauchline and Hurlford</u>					
<u>Amend:-</u>			<u>40</u>	<u>65</u>	<u>35m1630yd and 36½mp</u> <u>36½mp and 36m1080yd</u> <u>36m1080yd and 37m1540yd.</u>
<u>to read:-</u>			<u>65</u>	<u>65</u>	<u>35m1630yd and 36½mp</u> <u>36½mp and 36m1080yd</u> <u>36m1080yd and 37m1540yd</u>
(21/9/86)					

MON-DA

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down mph	Up	
<u>Page 46</u>						
	<u>KILMARNOCK TO BARASSIE</u>					
	<u>Amend:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 2½mp</u>
	<u>to read:-</u>			<u>50</u>	<u>50</u>	<u>2½mp and 3m550yd.</u>
	<u>Delete:-</u>			<u>40</u>	<u>40</u>	<u>2½mp and 3mp</u>
				<u>50</u>	<u>50</u>	<u>3mp and 3m550yd.</u>
<u>Page 50</u>						
	<u>BRIDGE STREET JN TO STRANRAER</u>					
	<u>Amend first five MAXIMUM PERMISSIBLE SPEED entries to read:-</u>					
	BETWEEN BRIDGE ST JN AND 10M630YD AT <b>JOHNSTONE</b>			<u>75</u>	<u>75</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN 7MP AT PAISLEY AND 10M630YD AT JOHNSTONE			<u>80</u>	<u>80</u>	MAXIMUM PERMISSIBLE SPEED FOR EMU'S ONLY
	BETWEEN ELDESLIE AND KILWINNING			<u>40</u>	<u>40</u>	MAXIMUM PERMISSIBLE SPEED ON REVERSIBLE SIGNALLED LINES IN REVERSE DIRECTION.
	BETWEEN 10M630YD AT JOHNSTONE AND 39M20YD AT FALKLAND			<u>90</u>	<u>90</u>	MAXIMUM PERMISSIBLE SPEED
	BETWEEN KILWINNING AND BOGSIDE				<u>40</u>	MAXIMUM PERMISSIBLE SPEED OVER UP LINE IN DOWN DIRECTION
Amended (25/10/86)						
Amended (19/11/86)						

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks	
				Down mph	Up mph		At or between
Pages 51 - 54							
<u>Amend Arkleston Jn (incl) to Dalrymple Jn to read:</u>							
	Arkleston Jn	5	920	<u>30</u>		<u>Entering, over and leaving Down goods loop</u>	DGL 3300f (1005m)
				<u>40</u>	<u>40</u>	<u>Entering, over and leaving Up goods loop</u>	UGL 2710f (825m) (bi-directional)
				<u>45</u>	<u>45</u>	<u>6mp and 7mp</u>	
	Paisley (P)	6	660	<u>35</u>	<u>35</u>	<u>Between Ayr lines and Gourock lines</u>	
	<u>Paisley Gilmour St</u> (see page 57)	6	1010				
		6	1170				
		6	1610				
		8	1080	<u>40</u>	<u>40</u>	<u>Through facing crossover</u> <u>Entering over, and leaving Up passenger loop</u>	UPL 1285f (390m) (bi-directional)
	Elderslie	9	70				
		9	970	<u>40</u>	<u>40</u>	<u>Through Main line crossover</u>	
<u>Johnstone</u>	10	200					
	15	530	<u>40</u>	<u>40</u>	<u>Through Lochwinnoch crossovers</u>		
<u>Lochwinnoch</u>	15	1250					
OHNS	15	1550					

MON-D6

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down Up mph	At or between	
Pages 51 - 54 - Amend	- continued					
	<u>Glengarnock</u>	19	1390	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	UGL 865f (260m) (bi-directional)
		20	1390	<u>40</u>	<u>40</u> <u>Through Main line facing crossover.</u>	
				<u>40</u>	<u>40</u> <u>Entering over and leaving Down Passenger Loop.</u>	(bi-directional) DPL 2290f (695m)
	CE Siding GF (S) (DPL)	21	150			
	Brownhill	21	620			
	Swinglees (Roche)	21	840	<u>40</u>	<u>40</u> <u>Entering over and leaving Up Passenger Loop.</u>	UPL2290f (695m) (bi-directional)
		21	1630	<u>40</u>	<u>40</u> <u>Through Main line trailing crossover.</u>	
	<u>Dalry</u>	22	920			
	Kilwinning Jn (See page 61)	25	1560	<u>40</u>	<u>25</u> <u>Through jn to Ardrossan.</u> <u>25</u> <u>Entering over and leaving Up Goods Loop.</u>	UGL 1365f (415m) DRS 1054f (320m).
	<u>Kilwinning</u>	26	0	<u>40</u>	<u>40</u> <u>Through trailing crossover.</u>	
	Byrehill Jn (See page 63)	26	1540		<u>25</u> <u>Through jn to Dubbs Jn.</u>	
	Bogside (see page 64)	27	1560	<u>10</u>	<u>10</u> <u>To Snodgrass branch.</u> <u>40</u> <u>Through Main line trailing crossover.</u>	

MON-D7

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
Pages 51 - 54 - Amend	- continued					
	<u>Irvine</u>	29	620			
	Gailes LC (AHB-X)	31	370	<u>X40</u>	<u>X40</u>	<u>Approaching level crossing in wrong direction.</u>
				<u>40</u>	<u>40</u>	<u>Over Main line trailing crossover.</u>
				<u>60</u>	<u>75</u>	<u>32m1610yd and 0m370yd.</u>
	<u>Barassie</u>	33	0			
		33	180			
		0	0	<u>30</u>	<u>30</u>	<u>Over connection, DPL to Kilmarnock single line</u>
	Barassie Jn (See Page 47)	0	20	<u>40</u>	<u>40</u>	<u>Entering, over and leaving DPL Through Main line facing crossover.</u>
	Up main signal PB286	0	1630		<u>40</u>	<u>Entering, over and leaving UGL</u>
				<u>75</u>	<u>75</u>	<u>0m370yd and 0m950yd</u>
				<u>60</u>	<u>60</u>	<u>Over curves, 0m950yd and 1m570yd</u>
				<u>75</u>	<u>75</u>	<u>1m570yd and 35m200yd</u>
						<u>(total distance 1610yd)</u>
	<u>Troon</u>	1	350			
		2	330			
		35	110			
	Monkton Siding GF (S)	36	620			
	<u>Prestwick</u>	37	750			
	Falkland	38	1610	<u>50</u>	<u>50</u>	<u>39m20yd and 40m290yd</u>

DPL 1180f (355m)

UGL 1305f(395m)

DGL 760f (230m)

MON-D8

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down mph	Up mph	
<u>Pages 51-54 - Amend - continued</u>						
	<u>Newton-on-Ayr</u>	39	730			
	Newton Jn (See page 64)	39	880	10		<u>Through jn to Ayr Harbour Jn.</u>
	OHNS	39	900			
	Down Ayr Signal PA340	39	970	20		<u>Through jn to Killoch branch</u>
				40	40	<u>40m290yd and 40m680yd</u>
				40	25	<u>40m680yd and 40m920yd</u>
				50	50	<u>40m920yd and 40m1740yd</u>
<u>Ayr</u>		40	1080			
		40	1360	30	30	<u>Through crossover.</u>
	Belmont LC (CCTV)	41	990	45	45	<u>Through crossover.</u>
	Dalrymple Jn (See page 65)	43	1170			
				20		<u>Through jn to Benbane branch</u>
<u>Page 55</u>						
	<u>Between Girvan and Pinwherry</u>					
	<u>Amend:-</u>			20	20	<u>Bridge No.9, 1m680yd and 1m730yd.</u>
	<u>to read:-</u>			45	45	<u>Bridge No.9, 1m680yd and 1m730yd.</u>

Permissive working is authorised on the Up and Down lines through Ayr Station for passenger train connection purposes.  
Controlled from Paisley S.C.

Amended (8/11/86)

(1/9/86)

NON-D9

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Pages 61 and 62						
Amend:- <u>KILWINNING JN TO LARGS</u> table to read:†						
	<u>Kilwinning Jn</u> (See Page 53)	25 1540	60	60	MAXIMUM PERMISSIBLE SPEED	The lines between Kilwinning Jn and Largs are controlled from Paisley SC.              DGL 1515f (460m)
			40	25	<u>Through jn.</u> <u>Entering over and leaving Up Goods Loop.</u>	
	<u>Kilwinning</u>	26 0	40	40	<u>25m1560yd and 26m150yd</u> <u>Through facing crossover.</u>	
	<u>Dubbs Jn</u> (See Page 63)	26 1500	25	40	<u>Through Jn to Byrehill Jn.</u> <u>Through trailing crossover.</u> <u>Entering Down Goods loop.</u>	
	<u>Stevenston</u> (See Page 62)	28 550	40	40	<u>29m730yd and 29m1690yd</u>	
	<u>Stevenston LC (CCTV)</u>	28 680	50	50	<u>Through connection to Up Largs.</u>	
	<u>Saltcoats</u>	29 1210	50	50	<u>Through jn to Ardrossan Harbour.</u> <u>30m1060yd and 3lmp.</u>	
	<u>Ardrossan Sth Beach</u> (See Page 63)	30 840 30 1060	25 50	50	<u>Over connection Single line to Up Freight.</u>	
	<u>West Kilbride</u>	35 220	25			
	<u>Hunterston</u> (See Page 63)	36 1140				
	<u>Fairlie High Sdg</u> GF (S)	38 1650				

WON-D10




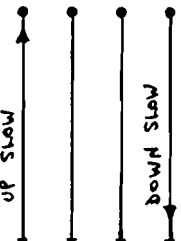
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 61 and 62 - Amend - continued</u>					
↓	<u>Fairlie High</u>	39 20			
	<u>Fairlie Tunnel</u> (990 yards)	39 260 to 39 1250			
	<u>Admiralty Sdg GF (S)</u>	39 1300	50 40	50 40	<u>40m660yd and 40m1540yd</u> <u>41m660yd and Largs Stn.</u>
	<u>Largs</u>	42 150			
<u>Page 62</u>					
<u>Amend MISK TO STEVENSTON NO.1 (GOODS LINE) table to read:-</u>					
<u>MISK TO STEVENSTON (GOODS LINE)</u>					
↓	<u>Misk</u>	0 1250	5	5	MAXIMUM PERMISSIBLE SPEED
↓	<u>Stevenston</u> (See Page 61)	0 0			
<u>Page 63</u>					
<u>Delete - HOLM JN TO ARDROSSAN HARBOUR table.</u>					
<u>Add:-</u>					
<u>ARDROSSAN SOUTH BEACH TO ARDROSSAN HARBOUR</u>					
↓	<u>Ardrossan Sth Beach</u> (See Page 61)	30 840	25	25	MAXIMUM PERMISSIBLE SPEED
		30 1030			
	<u>Princes St LC (CCTV)</u>	31 150			
	<u>Ardrossan Hbr LC</u>	31 620			
	<u>Ardrossan Hbr</u>	31 840			
(Amended 23/11/86)					
(14/9/86)					
(14/9/86)					

See General Instructions Page 21

NON-D11

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage		Permanent Speed Restrictions		Remarks
		M	Yd	Down	Up	
<u>Page 63 - continued</u>						
<u>BYREHILL JN TO DUBBS JN</u>						
<u>Add:-</u>						
	OHNS	0	925			(8/11/86)
<u>Page 69</u>						
<u>MOTHERWELL TO PERTH</u>						
<u>Delete:-</u>						
	St Ninians LC	117	460			(30/10/86)
<u>Page 78</u>						
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>						
<u>Bo'ness</u>						
<u>Add:- DPL 970f (295m) to remarks column.</u>						
						(6/9/86)
<u>Page 79</u>						
<u>EDINBURGH WAVERLEY TO GLASGOW QUEEN ST (VIA FALKIRK HIGH)</u>						
<u>Amend : Cadder (East end) to Cadder (West end) to read:-</u>						
	Cadder (East end) (CR)	5	880	15	Entering Down slow line.	
				30	Over and leaving Down slow line.	
	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 from Cowlairs. (23/8/86)

MON-D12

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd		Permanent Speed Restrictions		Remarks
				Down	Up	
Page 81						
<u>POLMONT JN TO LARBERT JN</u> <u>Amend:-</u> <u>to read:-</u>  <u>Add:-</u> <u>Delete:-</u>  <u>Add:-</u>	<u>BETWEEN POLMONT JN AND 24M1120YD</u>  <u>BETWEEN 24M1120YD AND LARBERT JN</u>			50	50	MAXIMUM PERMISSIBLE SPEED
				60	60	MAXIMUM PERMISSIBLE SPEED
				50	50	MAXIMUM PERMISSIBLE SPEED
				50	50	<u>21m440yd and 21½mp.</u>
				40	40	<u>Over curves 22½mp and 23m220yd.</u>
				55	55	<u>Over curves 22m530yd and 22m1210yd.</u>
				50	50	<u>23m1340yd and 23m1600yd.</u>
Page 85						
<u>AIRDRIE TO HELENSBURGH</u> <u>Amend 4th and 5th MAXIMUM PERMISSIBLE SPEEDS to read:-</u>	<u>BETWEEN KNIGHTSWOOD NORTH JN AND 22m1140yd</u>			60	60	MAXIMUM PERMISSIBLE SPEED
				40	40	MAXIMUM PERMISSIBLE SPEED
	<u>BETWEEN 22m1140yd AND HELENSBURGH</u>			40	40	MAXIMUM PERMISSIBLE SPEED
Page 93						
<u>HYNDLAND EAST JN TO DALMUIR PARK (VIA CLYDEBANK)</u> <u>Clydebank Dock Jn</u> <u>Add:-</u>				30		<u>Through east end main line trailing crossover.</u>
					30	<u>Through west end main line facing crossover.</u>
Page 94						
<u>Amend CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u> <u>To read:-</u> <u>CLYDEBANK CENTRAL JN TO OLD KILPATRICK (GOODS LINE)</u>						
: : : : :	<u>Clydebank Central Jn</u> (See page 93)	0 0	0 90 109 110	5	5	MAXIMUM PERMISSIBLE SPEED
	<u>Old Kilpatrick</u>	111 570				Controlled from Clydebank Dock Jn  Only one train may be allowed on the line at a time (30/8/86)

MON-D13

(23/8/86)

(5/10/86)

(14/6/86)

(14/9/86)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up At or between	
<u>Page 95</u>					
	<u>CRAIGENDORAN JN TO FORT WILLIAM</u>				
	<u>Delete:-</u>		<u>25</u>	<u>35</u> <u>0m110yd and 0½mp</u>	(5/10/86)
<u>Page 101</u>					
	<u>MALLAIG JN TO MALLAIG</u>				
	Morar LC (AOCL)	36 1230			
	<u>Delete:- note in remarks column</u>				(21/9/86)
<u>Page 102</u>					
	<u>TWEEDMOUTH TO EDINBURGH WAVERLEY</u> <u>Between Tweedmouth and Berwick-upon-Tweed</u>				
	Tweedmouth (T)				
	<u>Add:- mileage</u>	65 1720			(13/9/86)
	<u>Berwick-upon-Tweed</u>				
	<u>Add:- mileage</u>	67 00			

MON-D14

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down Up mph	At or between	
<u>Page 112</u>					
<u>Amend:- LOCHEND JN TO BONNINGTON SOUTH (GOODS LINE) table</u>					
to read:-					
<u>LOCHEND JN TO LEITH WALK (GOODS LINE)</u>					
BETWEEN LOCHEND JN AND EASTER ROAD JN			<u>15</u>	<u>15</u>	MAXIMUM PERMISSIBLE SPEED
BETWEEN EASTER ROAD JN AND LEITH WALK			<u>10</u>	<u>10</u>	MAXIMUM PERMISSIBLE SPEED
T   A     O   T   	Lochend Jn (See Page 111)	0 0	<u>25</u>	<u>Through jn to Abbeyhill line</u>	
	Easter Road Jn (See below)	0 880 1 660	<u>10</u>	<u>10</u>	<u>Over connections to and from Leith Walk.</u>
	Leith Walk	1 1320			
<u>Page 126</u>					
<u>ELBOWEND JN TO CROMBIE RNAD (GOODS LINE)</u>					
<u>Amend:- 2nd note in Remarks column</u>					
to read:-					
Train Staff is kept in Elbowend Jn GF. (2/11/86)					
<u>Page 127</u>					
<u>GLENCRAIG GF TO BOWHILL (GOODS LINE)</u>					
<u>Amend:- 2nd note in Remarks column</u>					
to read:-					
Train Staff is kept in Glencraig GF. (2/11/86)					
<u>Page 129</u>					
<u>PERTH TO INVERNESS</u>					
<u>Amend note in Remarks column</u>					
to read:-					
The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)					

MON-DIS

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Pages 134 and 135</u>					
<u>Amend Between Culloden Moor and Inverness to read:</u>					
	Culloden Moor	111 660		40	<u>Up line to single line</u>
	<u>/T/</u>	114 880	55	55	<u>Over curves, 116m1120yd and 117m310yd</u>
			40	40	<u>117m310yd and 117m380yd</u>
			15	15	<u>117m380yd and 118m70yd</u>
	Millburn Jn (see page 141)	117 440			
	Welsh's Bridge (see pages 141 and 143)	117 1230			
Locomotive	117 1470				
<u>Inverness</u>	118 70				(28/9/86)
<u>Page 140</u>					
<u>ABERDEEN TO INVERNESS</u>					
<u>Amend:-</u>	Kinloss LC (AHB)	3 220			
<u>to read:-</u>	Kinloss LC (AHB)	2 1650			
<u>Amend:-</u>	Forres LC	0 330			
<u>to read:-</u>	Forres LC	0 352			(2/8/86)
<u>Between Lochdhu LC (RG) and Dalcross LC (AHB)</u>					
<u>Amend</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	
<u>to read:-</u>			20	20	<u>131m1210yd and 132m110yd.</u>
			60	60	(9/8/86)

MON-D16

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
Page 141					
Amend between Allanfearn LC (AOCL) and Inverness to read:					
	Allanfearn LC (AOCL)	140 1210	25 40	35 55	<u>Approaching LC</u>
	Raigmore LC	143 200	15	15	<u>143m170yd and 143m440yd</u>
	Millburn Jn (see page 134)	143 440 117 440	10	10	<u>Over single connecting line between Forres and Aviemore lines</u>
	Welsh's Bridge (see pages 135 and 143)	117 1230	15	15	<u>117<sup>1</sup>/<sub>2</sub>mp and 118m70yd</u>
	Locomotive	117 1470			
	<u>Inverness</u>	118 70			
Page 143					
<u>INVERNESS TO WICK</u>					
Between Welsh's Bridge and Clachnaharry					
<u>Amend</u>					
to read:					
			20	20	<u>117m1230yd and 0m900yd (total distance 1010yd)</u>
			15	15	<u>117m1230yd and 0m500yd (total distance 610yd)</u>
			20	20	<u>0m500yd and 0m900yd</u>
					(28/9/86)

MON-017

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks
			Down mph	Up mph	
<u>Page 144</u>					
	<u>Delny LC (AOCL)</u>		30	30	<u>Approaching L.C.</u>
	<u>Amend:-</u>		55	55	
	<u>to read:-</u>		30	30	<u>Approaching L.C.</u>
			55	55	(30/8/86)
<u>Page 145</u>					
	<u>Between Brora L.C. (AOCL) and Brora</u>				
	<u>Amend:-</u>				
	Brora LC (AOCL)	90 680	10	10	
	Brora	90 1060	15	15	
	<u>to read:-</u>				
	Brora LC (AOCL)	90 680	10	10	
	Brora	90 1060	15	15	(30/8/86)
<u>HAYMARKET WEST JN TO ABERDEEN</u>					
<u>Page 157</u>					
	<u>Amend:-</u>				
	Portlethan				
	<u>to read:-</u>				
	Portlethen				(30/8/86)
<u>Page 159</u>					
	<u>PERTH TO INVERNESS</u>				
	<u>Amend note in Remarks column</u>				
	<u>to read:-</u>				
					The line in both directions between Moy (incl) and Inverness is not AWS fitted. (2/11/86)

MOR-D18



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

Running Lines and Signalling System	Location	Mileage M Yd	Permanent Speed Restrictions		Remarks	
			Down mph	Up mph		
Page 166						
Amend between Culloden Moor and Inverness to read:						
	Culloden Moor	111 660		40	<u>Up line to single line</u>	
	<u>/T/</u>	114 880				
				<u>65</u>	<u>65</u>	<u>Over curves, 116m1120yd and 117m310yd</u>
				<u>40</u>	<u>40</u>	<u>117m310yd and 117m380yd</u>
				<u>15</u>	<u>15</u>	<u>117m380yd and 118m70yd</u>
	Millburn Jn (see page 141)	117 440				
	Welsh's Bridge (see pages 141 and 143)	117 1230				
Locomotive	117 1470					
<u>Inverness</u>	118 70					

(28/9/86)

MON-D16

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

## SECTION 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Lines	Authorities	Restrictions
---------	-------	-------------	--------------

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 6Perth 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 7Inverness 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 C - WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOP

Page 8Amend:- 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 9Perth 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)

## 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	To	Type of Train	Conditions	Remarks
<u>Page 11</u>				
Add:-				
<u>Kilwinning Jn to Largs</u>				
Stevenston	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 Notice No.16 Amended (27/9/86)

Page 12

Add:-				
<u>Haymarket West Jn to Aberdeen</u>				
Dundee Central Jn	Camperdown Jn	F	-	-
(This amends the item published in WON No.30)				Amended (25/10/86)

Add :-				
<u>Perth to Inverness</u>				
Locomotive box	Millburn Jn	ECS	RD	-
Millburn Jn	Locomotive box	ECS	RD	-

Add :-				
<u>Aberdeen to Inverness</u>				
Millburn Jn	Welsh's Bridge	ECS	RD	-
Welsh's Bridge	Millburn Jn	ECS	RD	-

<u>Inverness to Wick</u>				
Add :-				
Welsh's Bridge	Rose Street	ECS	RD	-
Rose Street	Welsh's Bridge	ECS	RD	-
				(28/9/86)

## SECTION 3

GENERAL INSTRUCTIONSPage (i) - INDEX

Add:-				Page
Class 318 Electric Multiple Units-Emergency Couplings				56
				(1/9/86)

Page (ii)

Add:-				
Instructions for Working of Trains under the Strathclyde Manning Arrangement.				84
				(8/11/86)
Delete:- Isolation procedure				53
				(6/12/86)

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

<u>Signal Box</u>	<u>Area/Location</u>	<u>Line</u>	<u>Remarks</u>
-------------------	----------------------	-------------	----------------

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 ahead.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
SECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continued

Page 153. 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 Signaller 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 exempt 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 signaller 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 185 Admission of a Train to an Obstructed Section5.1 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 Signaller. When authorising the Driver of the assisting train to pass the last stop board before reaching the disabled train, the Signaller will remind the Driver in accordance with clause 5.1.3. (9/11/86)

Page 21SINGLE 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)

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:-

<u>Depot</u>	<u>Type</u>	<u>Number</u>
Fort William	1-Independent Snow Plough	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	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 Lines.

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

(6/9/86)

Delete:- Isolation Procedure and associated instruction.

(6/12/86)

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 Gourrock/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	Up	115	(16/11/86)
-------------------	--------------	----	-----	------------

Page 83

CONTINUOUS BRAKE TRAIN OPERATION

From	To	Line	Applicable to trains with unfitted portion exceeding (tonnes)
------	----	------	---

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	60	Amended (25/10/86)
-------------------	---------------	-------------	----	--------------------

(This amends the item published in WON No.30)

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) :-

<u>Signal No.</u>	<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.
6. Drivers must ensure that radio channel changes take place at the marked locations.



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 3 - GENERAL INSTRUCTIONS - continuedPage 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

<u>Platform No</u>	<u>Mid Signal*</u>	<u>Exit Signal</u>	<u>Platform No</u>	<u>Exit Signal</u>
<u>Glasgow Central</u>				
1	G2	G38	<u>Ayr</u> 1	PA344
2	G4	G39	2	PA346
3	-	G6	3	PA348
4	-	G8	4	PA352
5	-	G11		
6	-	G13		
7	-	G15	<u>Gourock</u>	
8	-	G18	1	P113
9	G21 & G43	G44	2	P115
10	G35	G45	3	P117
11	G37 & G46	G54		
11A	-	G72	<u>Wemyss Bay</u>	
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 4LOCAL INSTRUCTIONS INDEX

<u>Page (iv)</u>		<u>Page</u>
<u>Add</u>	:- Largs entry	35 (27/9/86)
<u>Page (v)</u>	<u>Add</u> :- Millerhill Electrification Depot	72 (27/9/86)

Page 2

CARLISLECollier Lane Sdgs

Amend reference to instruction 58 of the Working Instructions for AC Electrified Lines.

to read:- Instruction 42 of the Working Instructions for AC Electrified Lines.

(6/12/86)

Page 3

BEATTOCKBeattock Up Sdg

Amend:- reference to "Instruction No.3 of Working Instructions for AC Electrified Lines"

to read:- "Instruction No.2 of Working Instructions for AC Electrified Lines".

(6/12/86)

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

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:-

- 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 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

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)

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 RAVENS CRAIG 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 RAVENS CRAIG 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 - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 57Add:-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.
2. Between Chivas Regal Sidings and Dalmuir Riverside - Fully fitted freight trains less than 170ft in length. (30/8/86)

Page 72Add :-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)

INVERNESSPage 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 91Propelling passenger trainsDelete:- 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)

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)

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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER



**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
<u>Largs Station</u>	<u>Nos.1 and 2 Platforms</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. (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 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. (40)

=====

**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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 11 JANUARY - TAYNUILT - The Down Loop will be redesignated the Up Loop, and the Up Loop will be redesignated the Down Loop.

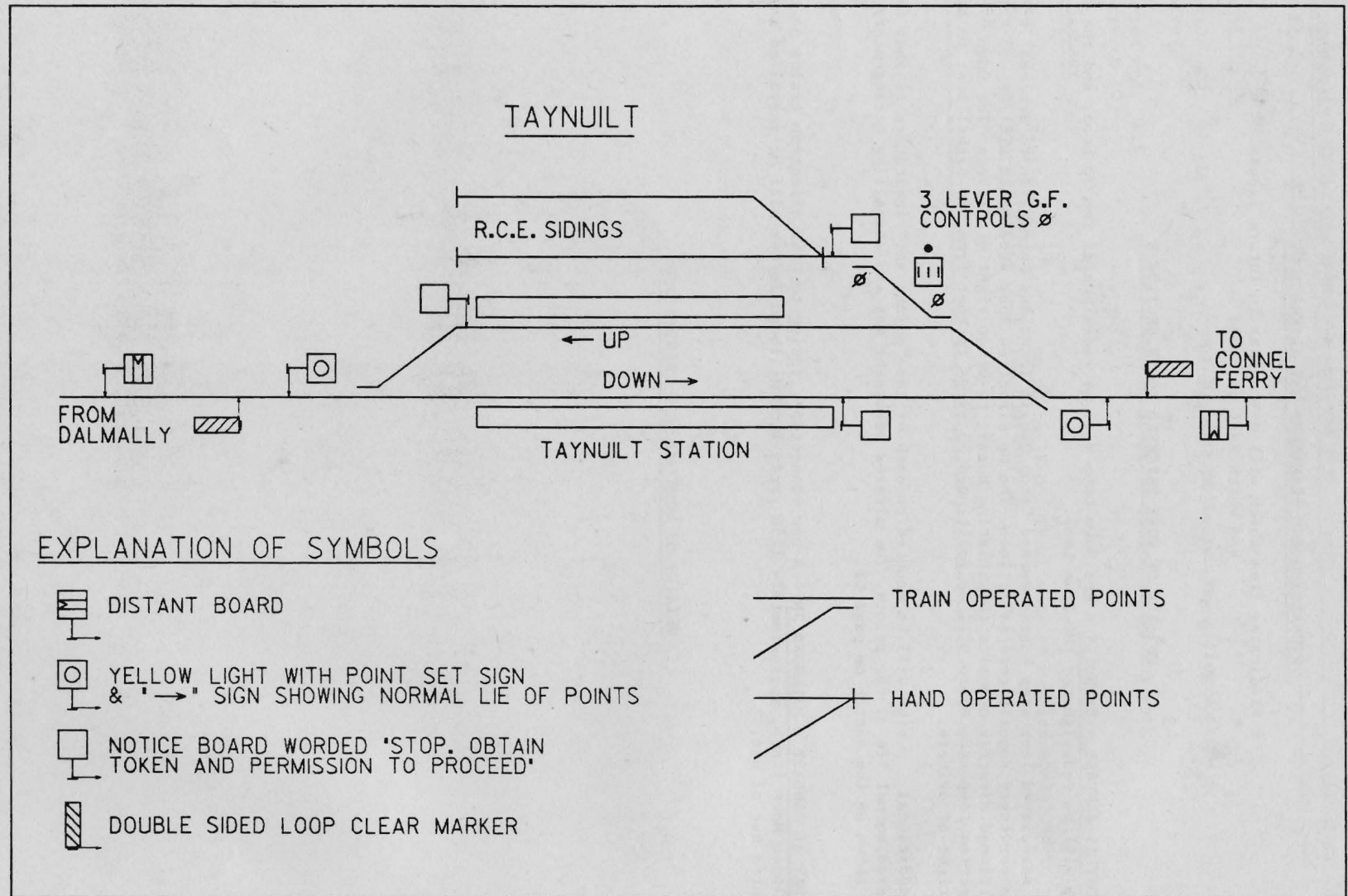
The associated loop stop boards worded "Stop Obtain Token and Permission to Proceed" will be accordingly repositioned as follows. The Up direction loop stop board will be positioned directly opposite the existing board, to be on right of drivers. The Down direction loop stop board will be positioned 33 yards farther from the signal box, to be on right of drivers.

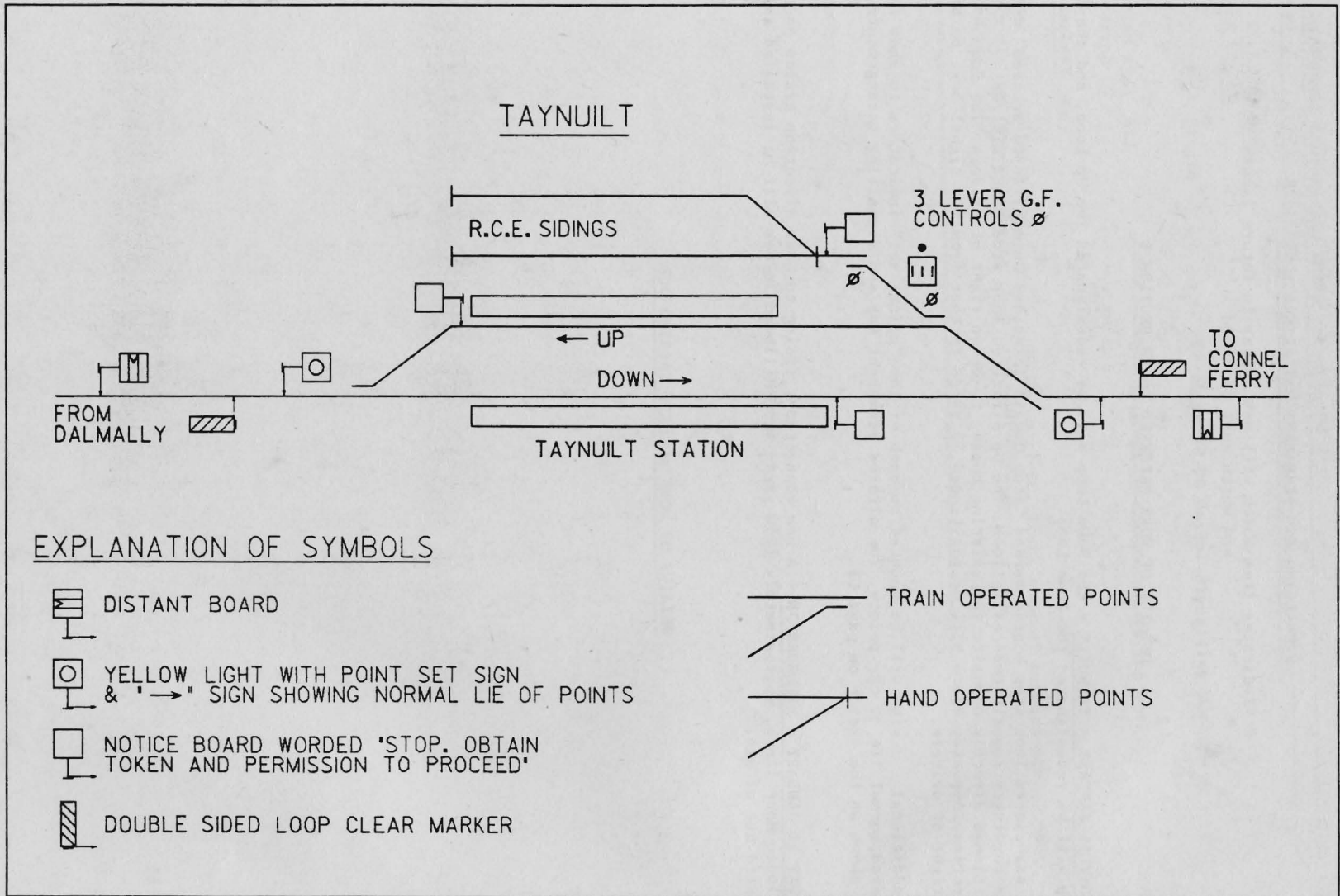
- An additional sign will be mounted on each of the "points set" indicators to show the altered normal lie of the points. The altered permanent way and signalling arrangements are shown on the sketch on page C2. (45)

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





MON-C2

**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.

GLASGOW

**J M SUMMERS  
REGIONAL OPERATIONS MANAGER**



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 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). (46)

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)

SUNDAY 18 JANUARY - SPEAN BRIDGE - The Down Loop will be redesignated the Up Loop, and the 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 → 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)

Pr  
ne  
cc  
a  
at  
a  
U  
"  
"  
s  
I  
o  
t

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)

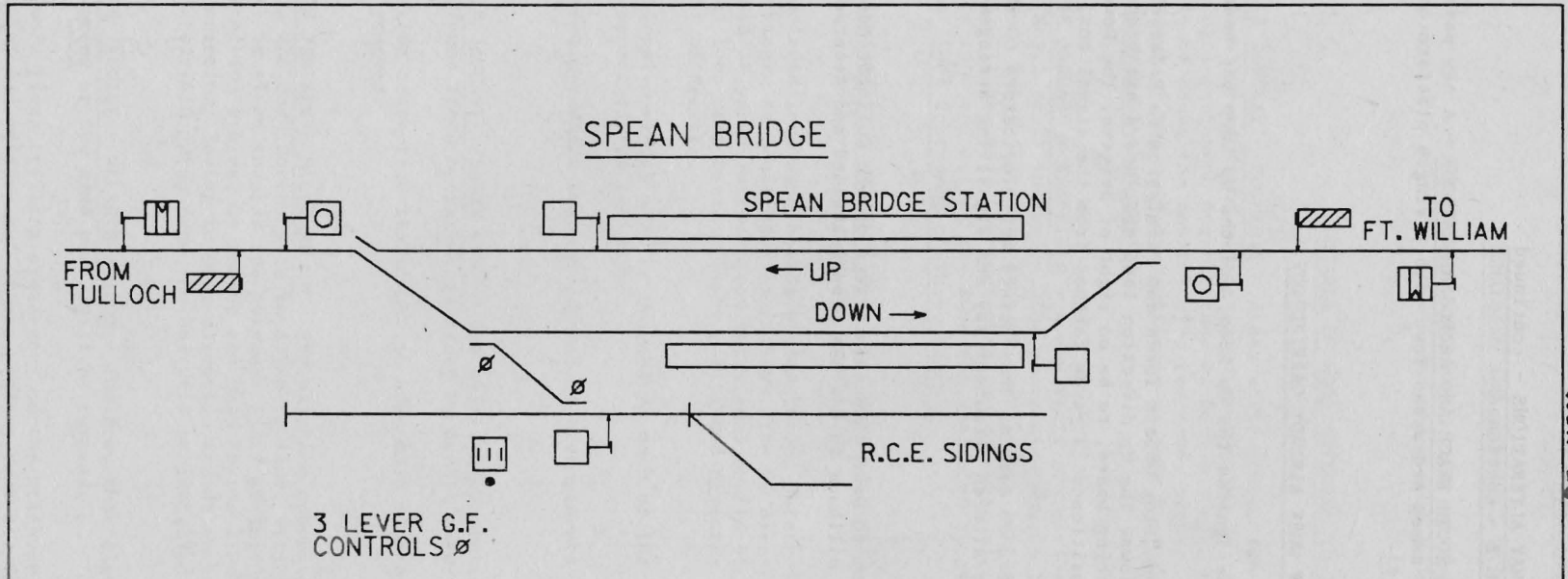
DETAILS OF WORK ALREADY CARRIED OUT

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)



EXPLANATION OF SYMBOLS



DISTANT BOARD



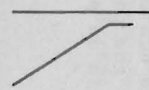
YELLOW LIGHT WITH POINT SET SIGN  
& "→" SIGN SHOWING NORMAL LIE OF POINTS



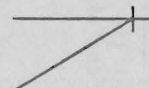
NOTICE BOARD WORDED "STOP. OBTAIN  
TOKEN AND PERMISSION TO PROCEED"



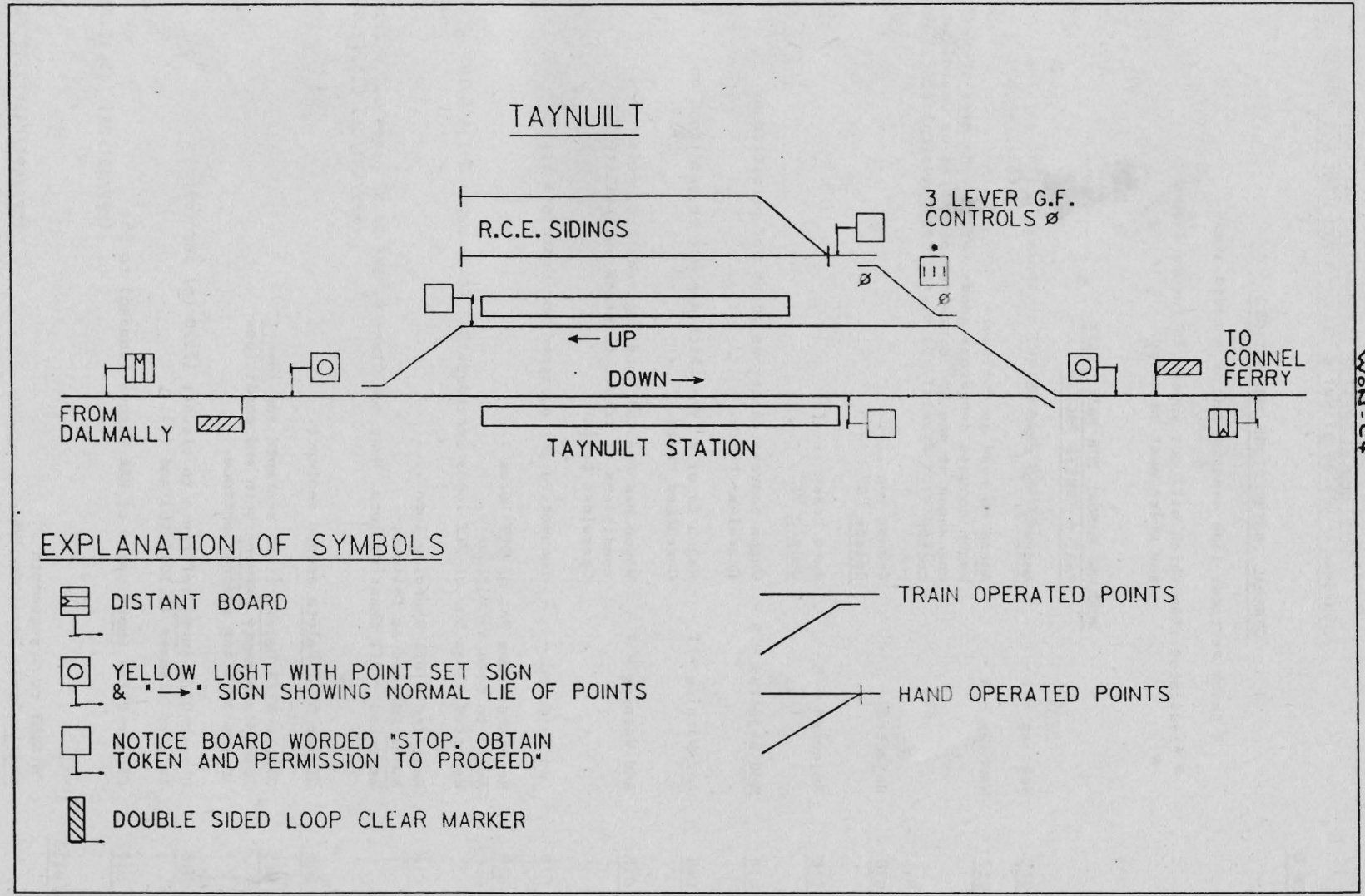
DOUBLE SIDED LOOP CLEAR MARKER



TRAIN OPERATED POINTS



HAND OPERATED POINTS



**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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER


SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</u>
Main	Position 4 Junction Indicator	North Goods Loop
Position Light	-	EH 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:-

<u>Signal</u>	<u>Route Indication</u>	<u>From</u>	<u>Application Towards</u>
EH 905	US	Up South	EH 921
	DN		EH 525
	L		EH 527
	O		EH 917
	Y		Carriage Sidings
EH 907	L	Up North	EH 527
	O		EH 917
	Y		Carriage Sidings

(47)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 FEBRUARY - BETWEEN SIGHTHILL JN AND COWLAIRES - 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 → 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. (48)

*faulty copy -  
No page C5*

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:-

<u>Signal No</u>	<u>Designation/ Application</u>	
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, 11 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. (47)  
 (See Section D of this notice).

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. (46)  
 (See Section D of this notice).

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 → 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.

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. (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)

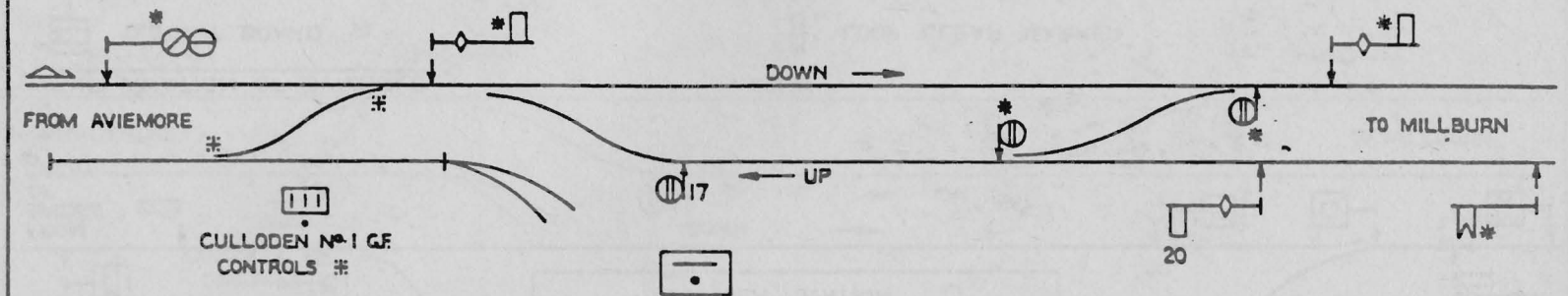
\* \* MILLBURN JN - A new connection, facing to Down direction trains on the Culloden Moor \* lines, approximately 1250 yards from Millburn Jn box, has been installed and secured out of use. (45)

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)




# CULLODEN MOOR





## EXPLANATION OF SYMBOLS


### COLOUR LIGHT SIGNALS

 TWO ASPECT SIGNAL  
CAPABLE OF DISPLAYING  
YELLOW OR GREEN


### SEMAPHORE SIGNALS


 STOP  
SIGNAL

 DISTANT  
SIGNAL


 GROUND SIGNAL


### POINTS

 CONTROLLED

 HAND

### MISCELLANEOUS

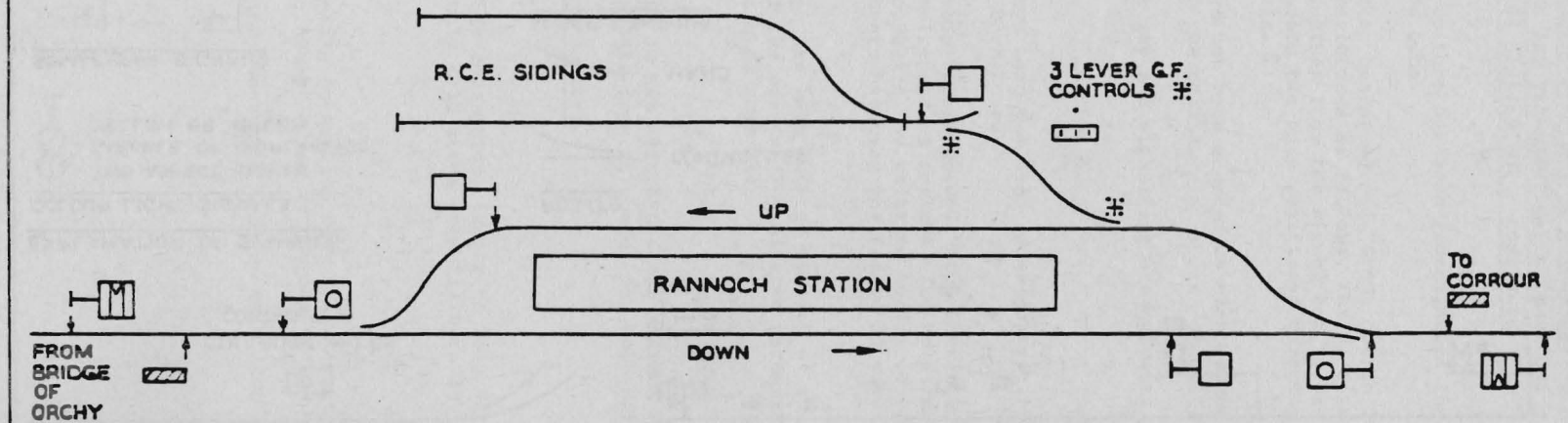
 GROUND FRAME

 A.W.S. MAGNET

\* DENOTES EXISTING SIGNAL


# RANNOCH


## RATIONALISATION OF SIGNALLING




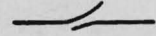
### EXPLANATION OF SYMBOLS


 DISTANT BOARD

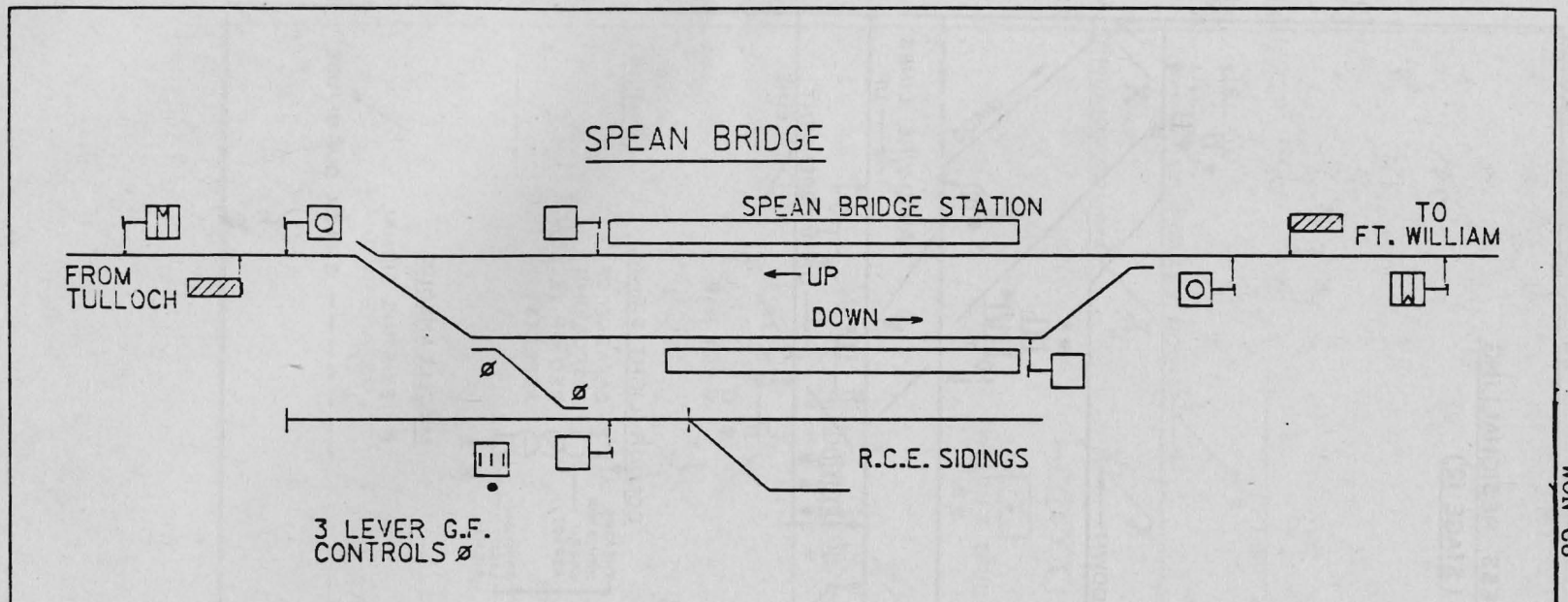
 YELLOW LIGHT WITH "POINTS SET SIGN" & '→' SHOWING NORMAL LIE OF POINTS

 NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED."





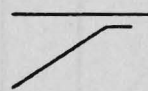
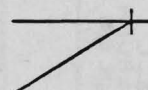
 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

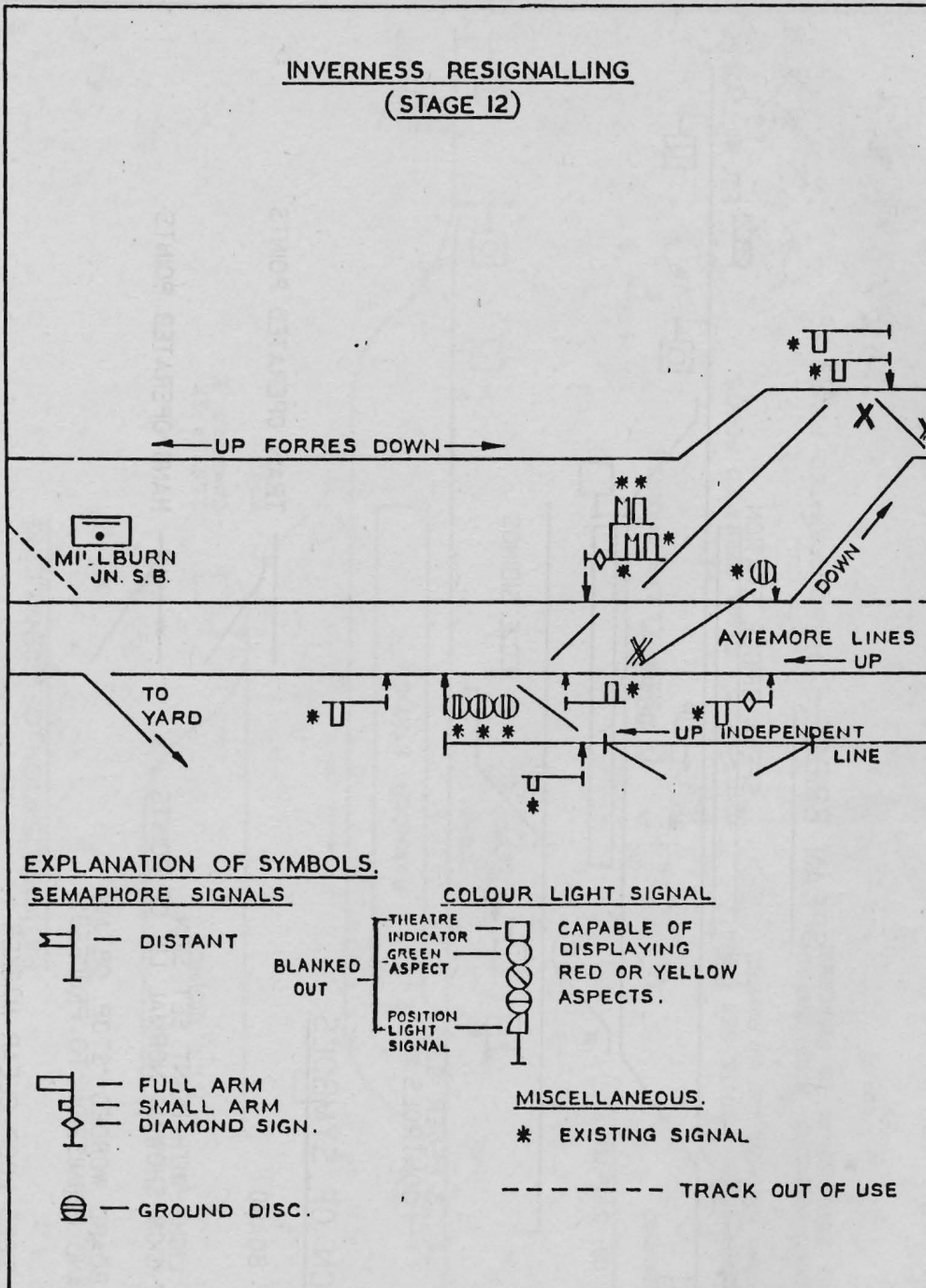
 HAND OPERATED POINTS

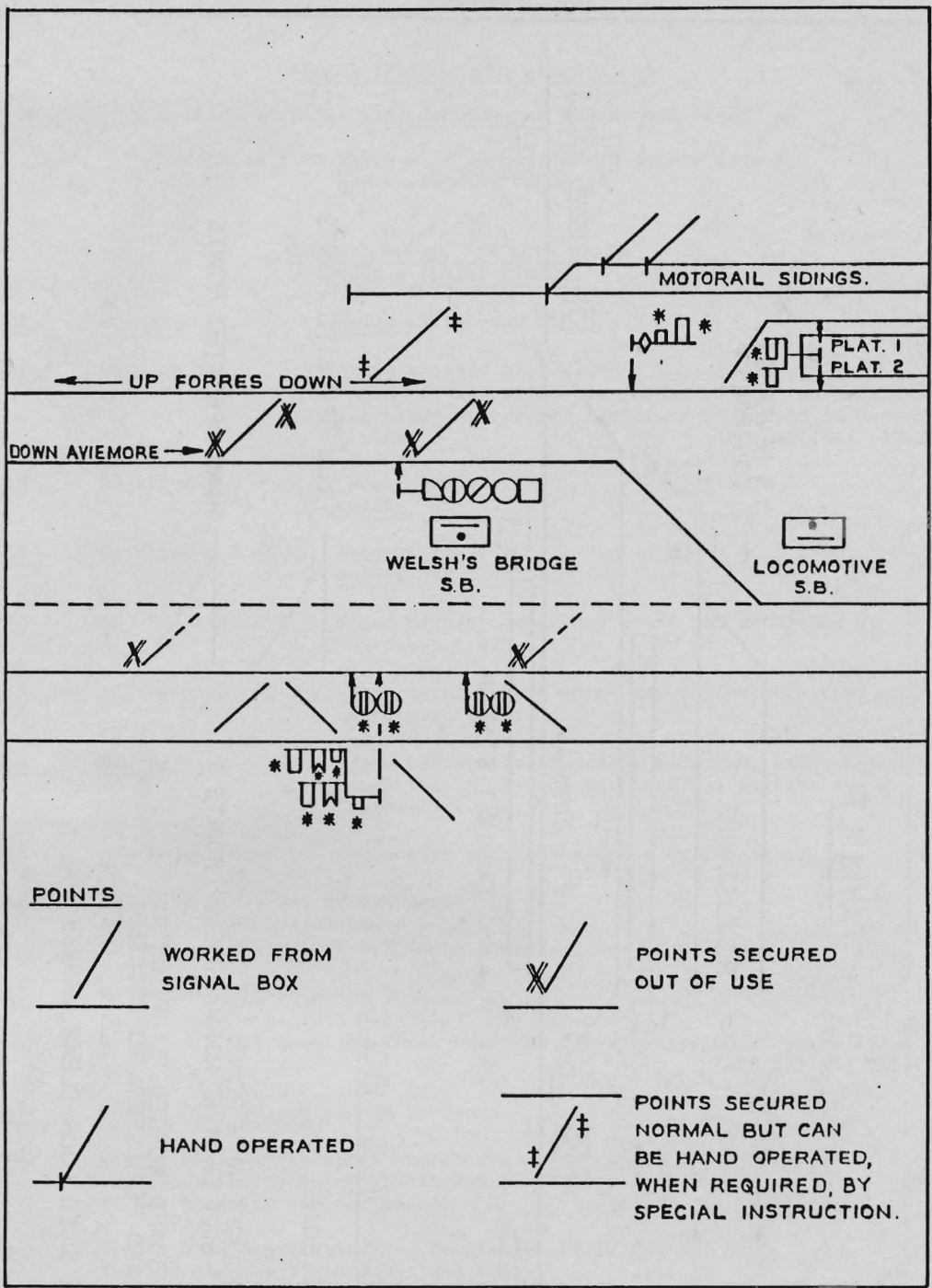


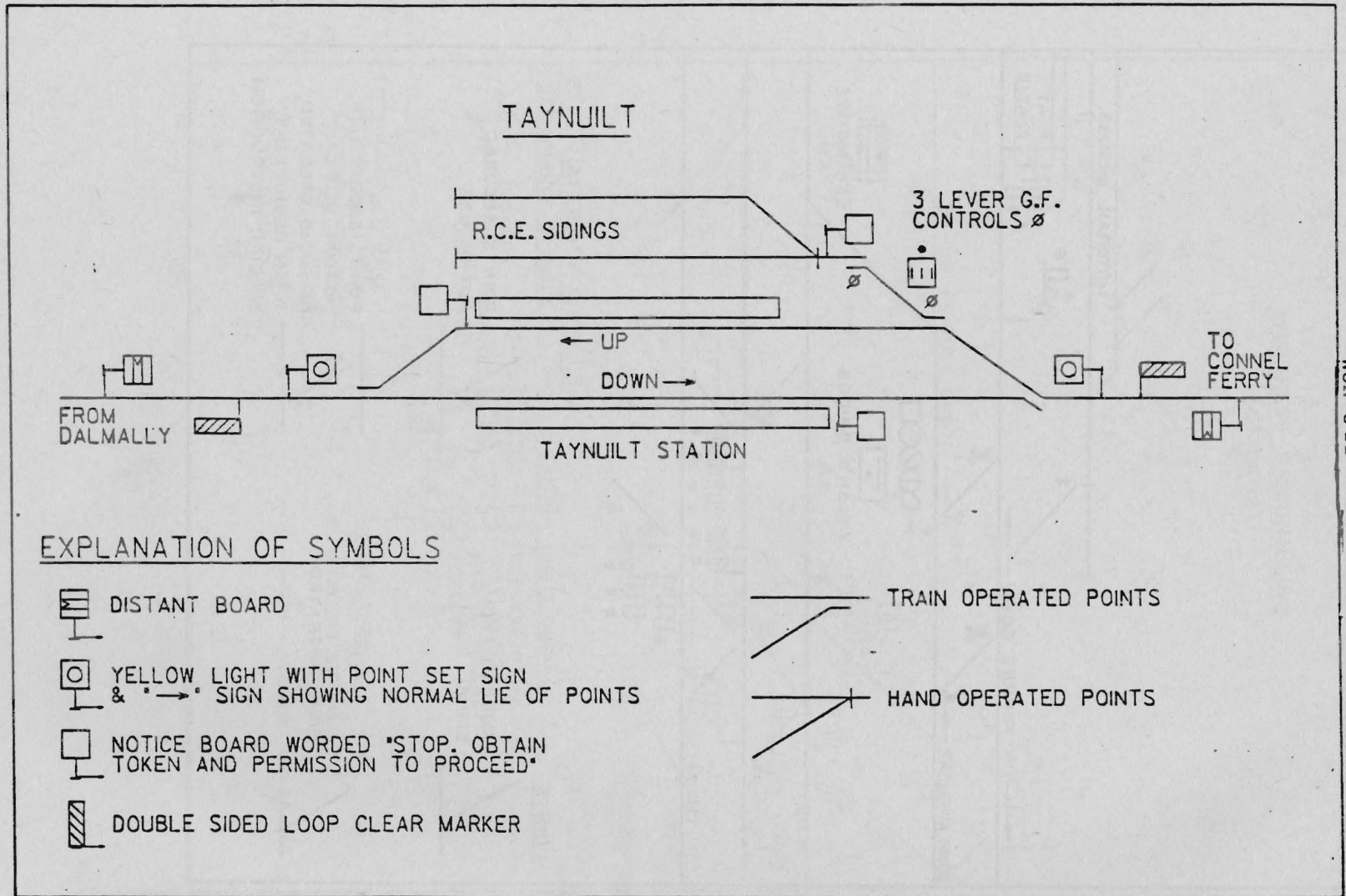
EXPLANATION OF SYMBOLS

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li> DISTANT BOARD</li> <li> YELLOW LIGHT WITH POINT SET SIGN &amp; "→" SIGN SHOWING NORMAL LIE OF POINTS</li> <li> NOTICE BOARD WORDED "STOP. OBTAIN TOKEN AND PERMISSION TO PROCEED"</li> <li> DOUBLE SIDED LOOP CLEAR MARKER</li> </ul> | <ul style="list-style-type: none"> <li> TRAIN OPERATED POINTS</li> <li> HAND OPERATED POINTS</li> </ul> |
|---|--|

**INVERNESS RESIGNALLING  
(STAGE 12)**







BP OIL TERMINALBP oil refinery sidings

Delete :- '...or the release of the ground frame...' from first paragraph. (13/12/86)

Page 53

GRANGEMOUTH DOCKSWorking 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)

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. (8/12/86)

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 Jn 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application To</u>
Main	Position 1 Junction Indicator	EH545
Main	Position 2 Junction Indicator	EH543
Main	Position 3 Junction Indicator	EH534

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:-

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</u>
EH515	Main	-	EH517
	Main	Position 4 Junction Indicator	EH527
	Position Light	-	EH907

The application of the undernoted existing ground mounted position light signals will be altered as follows:-

<u>Signal</u>	<u>Route Indication</u>	<u>From</u>	<u>Application Towards</u>
EH 905	US	Up South	EH921
	DN		EH525
	UN		EH517
	L		EH527
	O		EH917
	Y		Carriage Sidings
EH 907	N	Up North	EH517
	L		EH527
	O		EH917
	Y		Carriage Sidings

The Up North line between signals EH515 and EH517 will become bi-directional. (49)

SUNDAY 8 FEBRUARY - ARDLUI - 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 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 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, 11 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 provided.

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 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)

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  $\rightarrow$  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)

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

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 re-positioned 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 → 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). (47)

CULLODEN MOOR - The permanent way and signalling arrangements shown on the sketch appearing on page C11 of this notice have been brought into operation.

Details of altered signals at Culloden are as follows:-

<u>Signal No</u>	<u>Designation/ Application</u>	
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)

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

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  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.

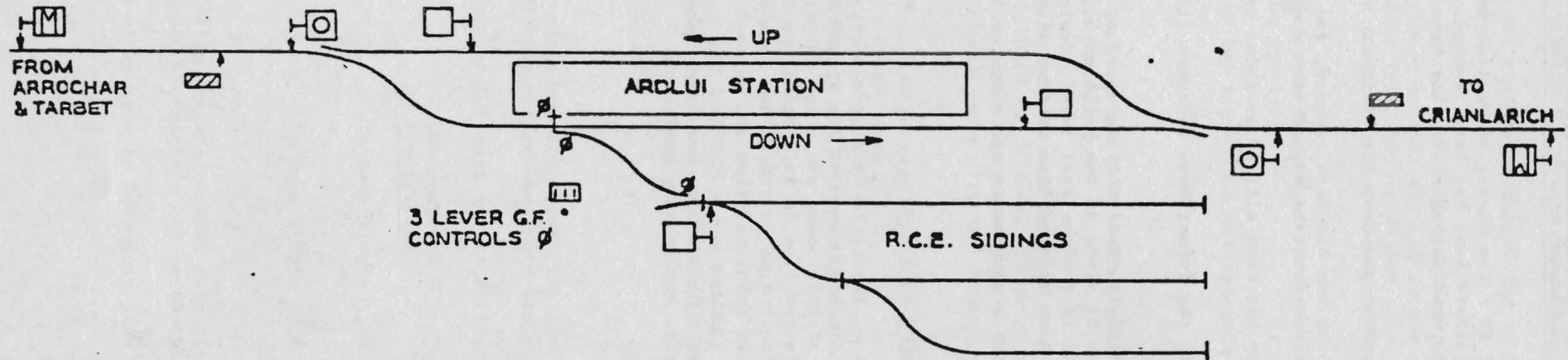
The altered permanent way and signalling arrangements are shown on the sketch on pages C9 and C10. (47)

\* 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


## RATIONALISATION OF SIGNALLING





### EXPLANATION OF SYMBOL


 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN  
& "→" SIGN SHOWING NORMAL LIE OF POINTS

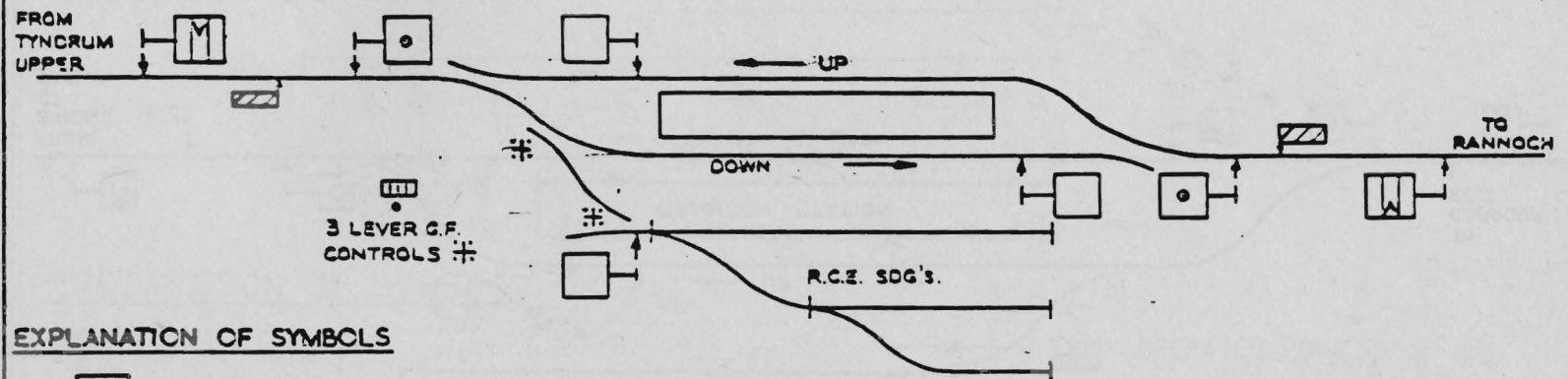
 NOTICE BOARD WORDED: "STOP OBTAIN  
TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER

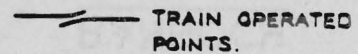
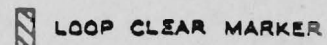
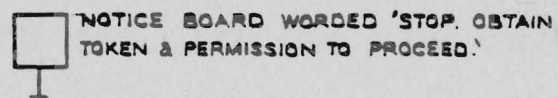
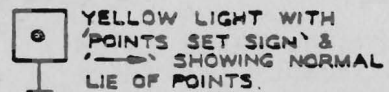
 TRAIN OPERATED POINTS

 HAND OPERATED POINTS

# BRIDGE OF ORCHY RATIONALISATION OF SIGNALLING.

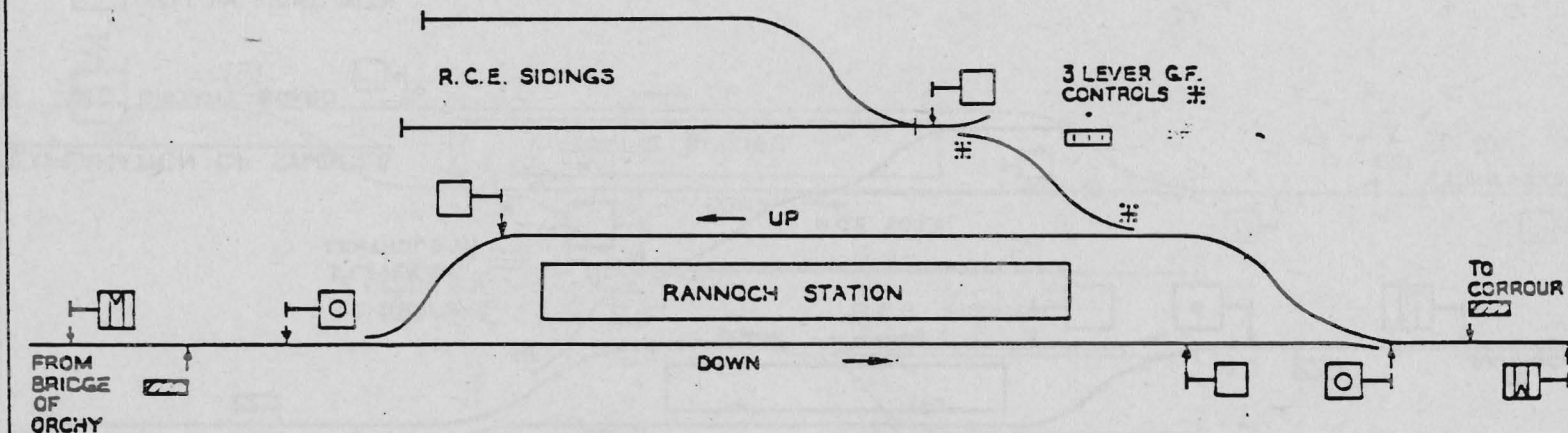


## EXPLANATION OF SYMBOLS









# RANNOCH

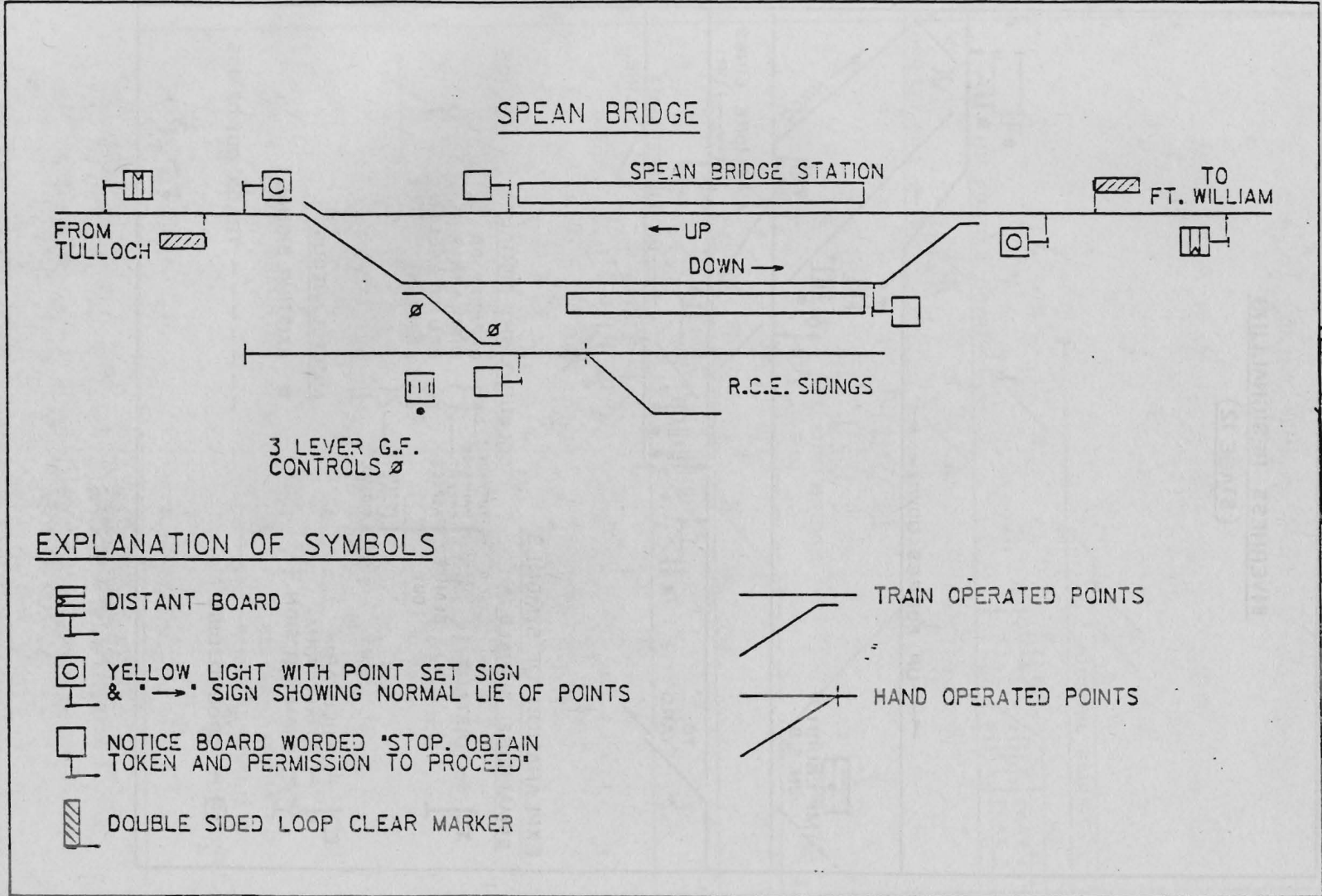
## RATIONALISATION OF SIGNALLING



### EXPLANATION OF SYMBOLS

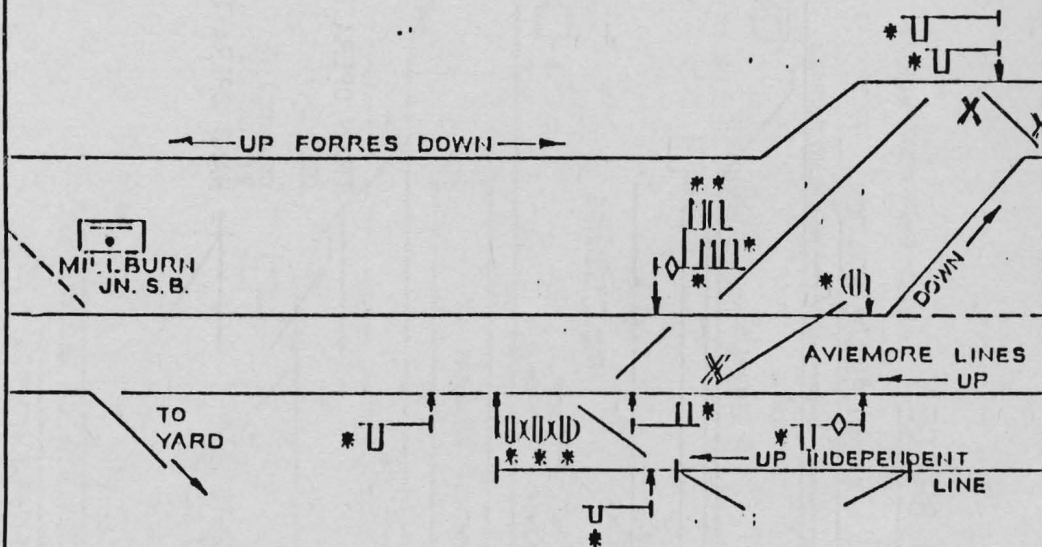
- |   |  |   |                       |
|---|--|---|-----------------------|
|    | DISTANT BOARD  |    | LOOP CLEAR MARKER     |
|   | YELLOW LIGHT WITH "POINTS SET SIGN" & "→" SHOWING NORMAL LIE OF POINTS |    | TRAIN OPERATED POINTS |
|  | NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED."     |  | HAND OPERATED POINTS  |





MON-08

INVERNESS RESIGNALLING  
(STAGE 12)



EXPLANATION OF SYMBOLS.

SEMAPHORE SIGNALS

— DISTANT

BLANKED OUT

— FULL ARM  
 — SMALL ARM  
 — DIAMOND SIGN.

— GROUND DISC.

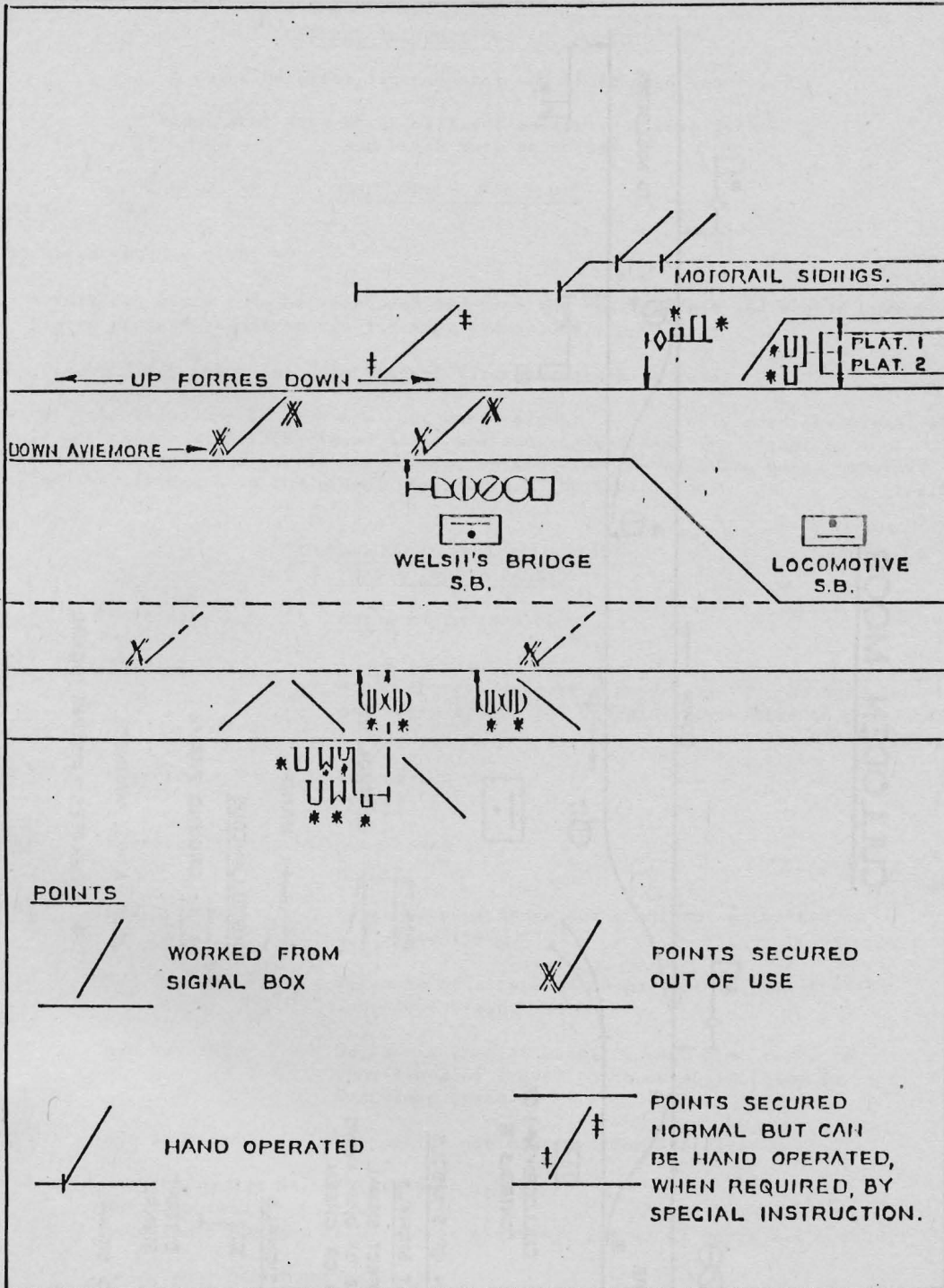
COLOUR LIGHT SIGNAL

— THEATRE INDICATOR  
 GREEN ASPECT  
 POSITION LIGHT SIGNAL  
 CAPABLE OF DISPLAYING RED OR YELLOW ASPECTS.

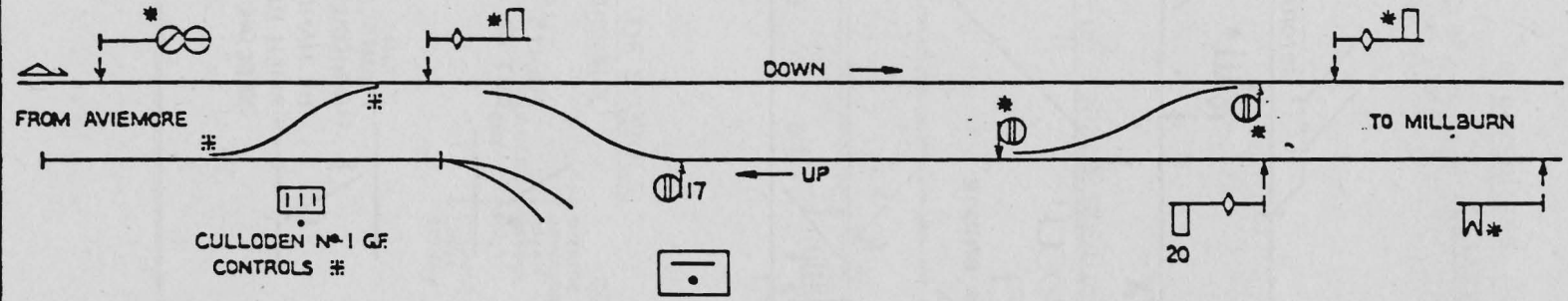
MISCELLANEOUS.

\* EXISTING SIGNAL

----- TRACK OUT OF USE




# CULLODEN MOOR






**EXPLANATION OF SYMBOLS**

**COLOUR LIGHT SIGNALS**


 TWO ASPECT SIGNAL  
CAPABLE OF DISPLAYING  
YELLOW OR GREEN


**SEMAPHORE SIGNALS**

 STOP  
SIGNAL       DISTANT  
SIGNAL


 GROUND SIGNAL


**POINTS**

 CONTROLLED

 HAND

**MISCELLANEOUS**

 GROUND FRAME

 A.W.S. MAGNET

\* DENOTES EXISTING SIGNAL

**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.

GLASGOW

**J M SUMMERS  
REGIONAL OPERATIONS MANAGER**

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 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 the 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 → 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 16feet 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 1 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)

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

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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application To</u>
Main	Position 1 Junction Indicator	EH545
Main	Position 2 Junction Indicator	EH543
Main	Position 3 Junction Indicator	EH534

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:-


<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</u>
EH515	Main	-	EH517
	Main	Position 4 Junction Indicator	EH527
	Position Light	-	EH907

The application of the undernoted existing ground mounted position light signals have been altered as follows:-

<u>Signal</u>	<u>Route Indication</u>	<u>From</u>	<u>Application Towards</u>
EH 905	US	Up South	EH921
	DN		EH525
	UN		EH517
	L		EH527
	O		EH917
	Y		Carriage Sidings
EH 907	N	Up North	EH517
	L		EH527
	O		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 provided.

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)



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 → 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)

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 C10. (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 C11. (47)

\* \* 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)

CULLODEN MOOR - The permanent way and signalling arrangements shown on the sketch appearing on page C12 of this notice have been brought into operation.


Details of altered signals at Culloden are as follows:-

<u>Signal No</u>	<u>Designation/ Application</u>	
20	To Down single line	This signal also acts as the Up Home signal
17	To Down single line	(48)

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

- \* \* 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  sign provided.

The alignment of the Down Aviemore line has been altered as shown on the sketch on pages C13 and C14.

All signals/connections associated with the former Down Aviemore line have been removed/secured out of use.

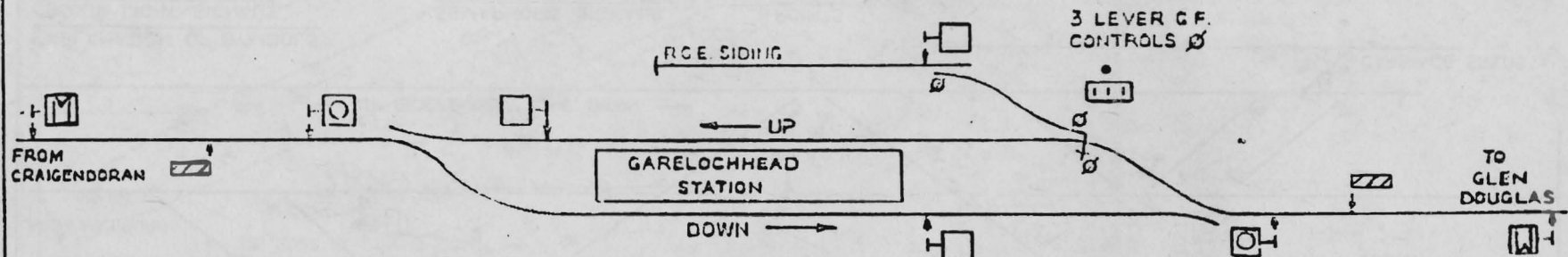
A new two aspect colour light signal capable of displaying a red or yellow aspect, has been provided on the Down Aviemore line 67 yards on the Millburn side of Welsh's Bridge box, on right of drivers, red aspect 12 feet above rail level, designated Welsh's Bridge Down home/section signal. This signal 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)


GARELOCHHEAD  
RATIONALISATION OF SIGNALLING.




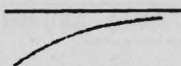
EXPLANATION OF SYMBOLS.

 DISTANT BOARD

 YELLOW LIGHT WITH  
POINT SET SIGN. & "→"  
SIGN SHOWING NORMAL  
LIE OF POINTS.

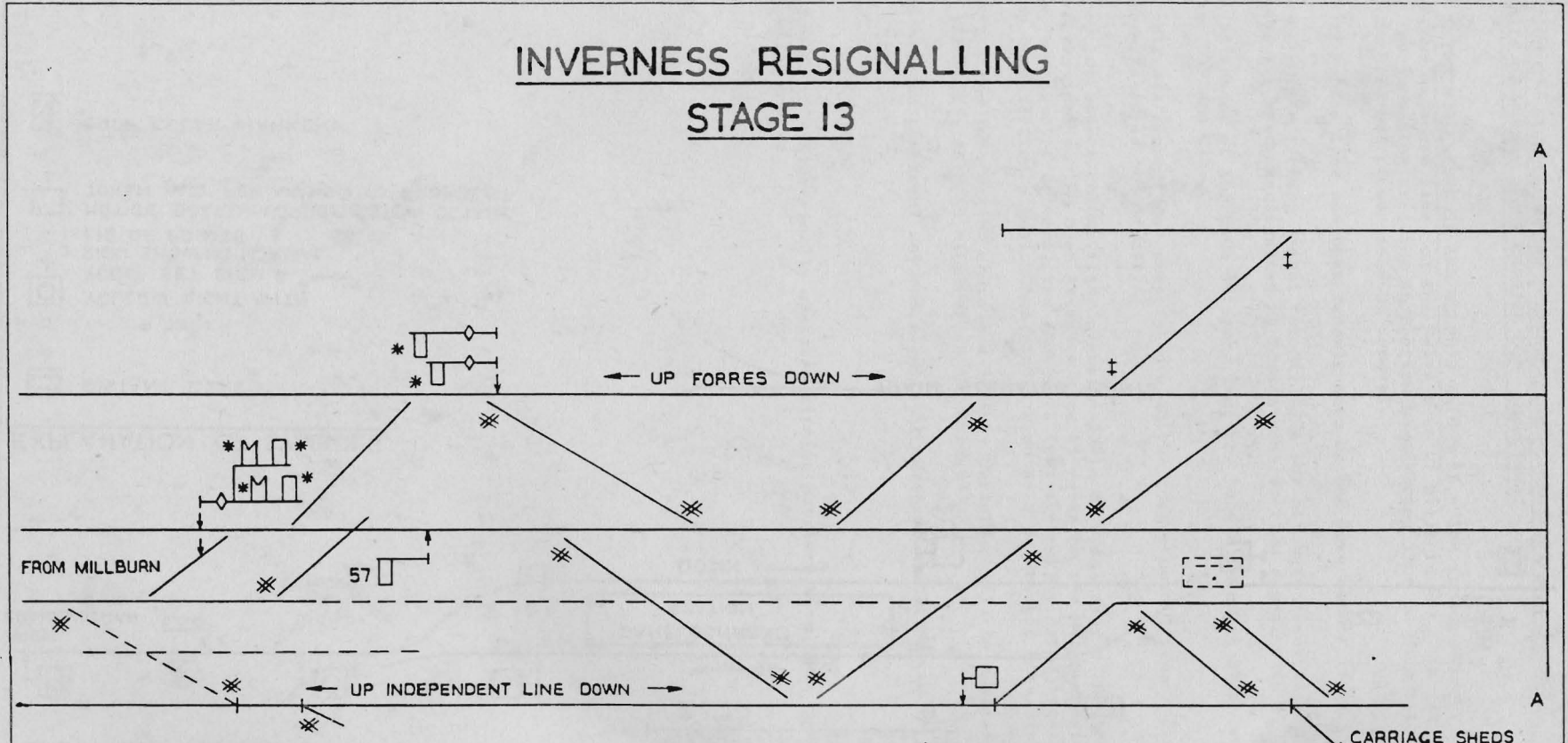
 NOTICE BOARD WORDED "STOP. OBTAIN  
TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER.

 TRAIN OPERATED POINTS.

# INVERNESS RESIGNALLING

## STAGE 13



**EXPLANATION OF SYMBOLS**  
**COLOUR LIGHT SIGNALS**

- CAPABLE OF DISPLAYING A RED ASPECT
- TWO WAY STENCIL INDICATOR
- GROUND POSITION LIGHT  
NORMAL ASPECT : RED AND WHITE HORIZONTAL LIGHTS  
PROCEED ASPECT : TWO WHITE LIGHTS AT 45°

**SEMAPHORE SIGNALS**

- DISTANT
- STOP
- FULL ARM
- SMALL ARM
- DIAMOND SIGN
- GROUND DISC.

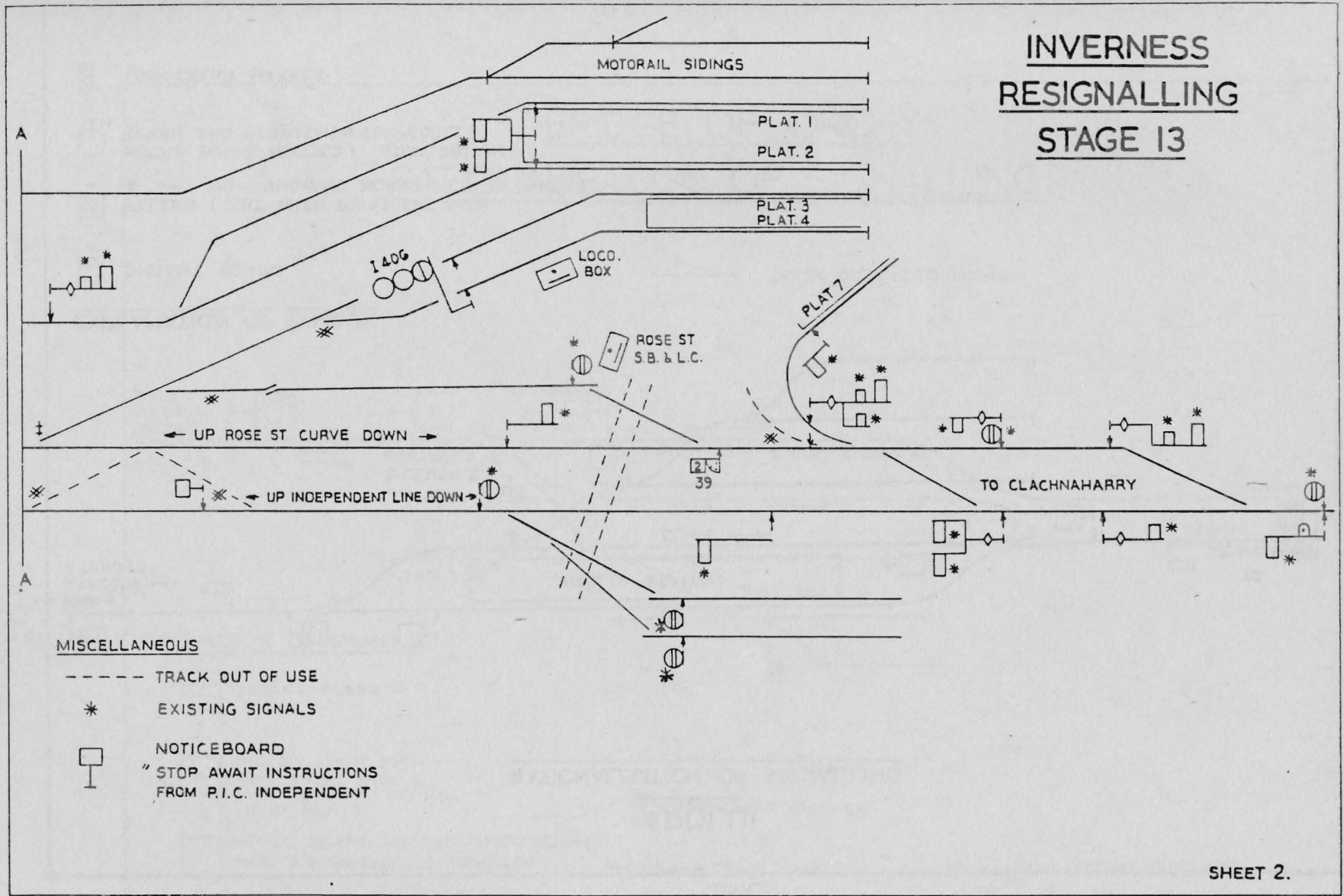
**POINTS**

- WORKED FROM SIGNAL BOX
- HAND OPERATED

- POINTS SECURED OUT OF USE
- POINTS SECURED OUT OF USE BUT CAN BE HAND OPERATED BY SPECIAL INSTRUCTION

MON-C7

# INVERNESS RESIGNALLING STAGE 13

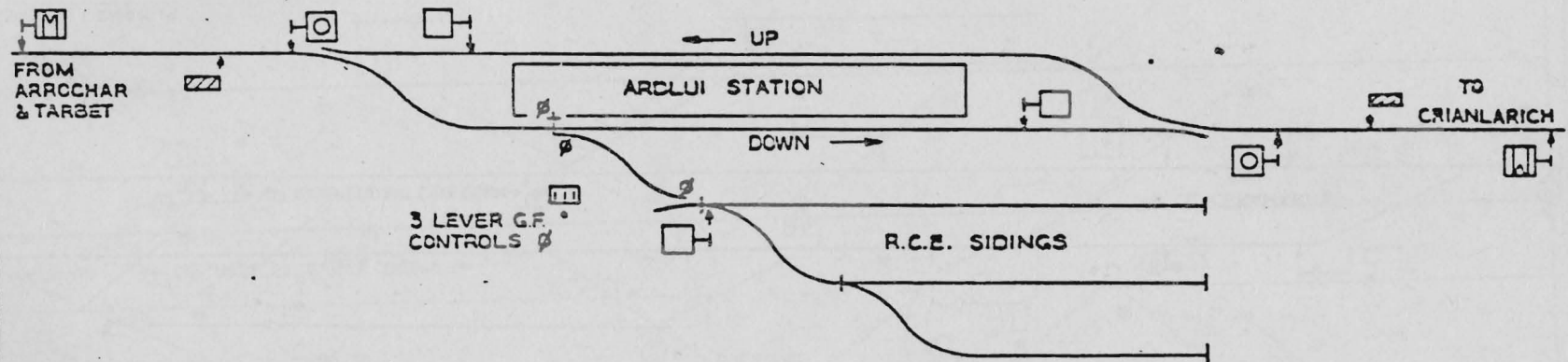


**MISCELLANEOUS**


- TRACK OUT OF USE
- \* EXISTING SIGNALS
- NOTICEBOARD
- "STOP AWAIT INSTRUCTIONS FROM P.I.C. INDEPENDENT"


# ARDLUI


## RATIONALISATION OF SIGNALLING





### EXPLANATION OF SYMBOL


 DISTANT BOARD

 YELLOW LIGHT WITH POINT SET SIGN  
& "→" SIGN SHOWING NORMAL LIE OF POINTS

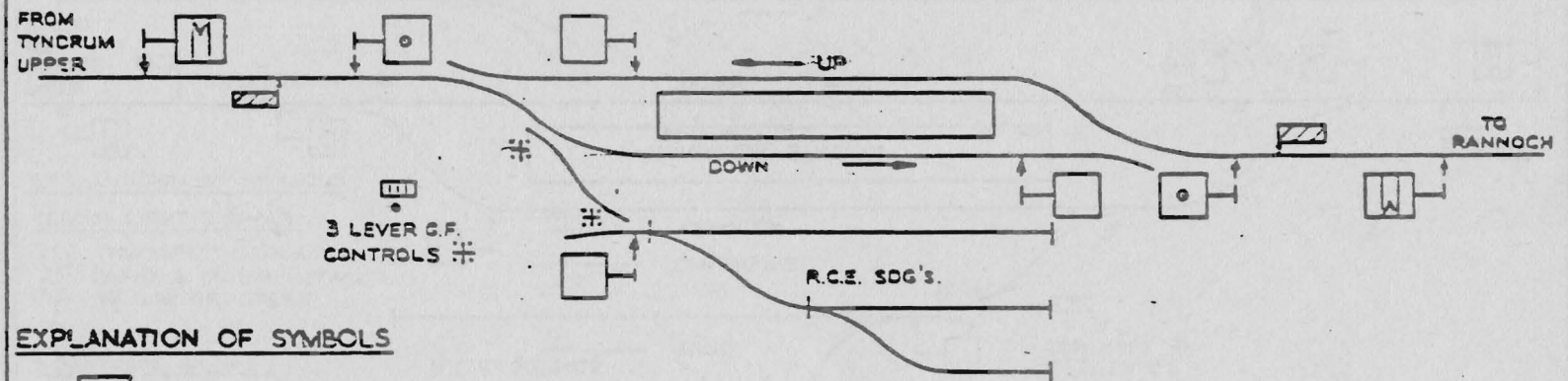
 NOTICE BOARD WORDED: "STOP OBTAIN  
TOKEN AND PERMISSION TO PROCEED"

 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

 HAND OPERATED POINTS

# BRIDGE OF ORCHY RATIONALISATION OF SIGNALLING.



## EXPLANATION OF SYMBOLS



DISTANT BOARD



YELLOW LIGHT WITH  
'POINTS SET SIGN' &  
SHOWING NORMAL  
LIE OF POINTS.



NOTICE BOARD WORDED 'STOP. OBTAIN  
TOKEN & PERMISSION TO PROCEED.'



LOOP CLEAR MARKER



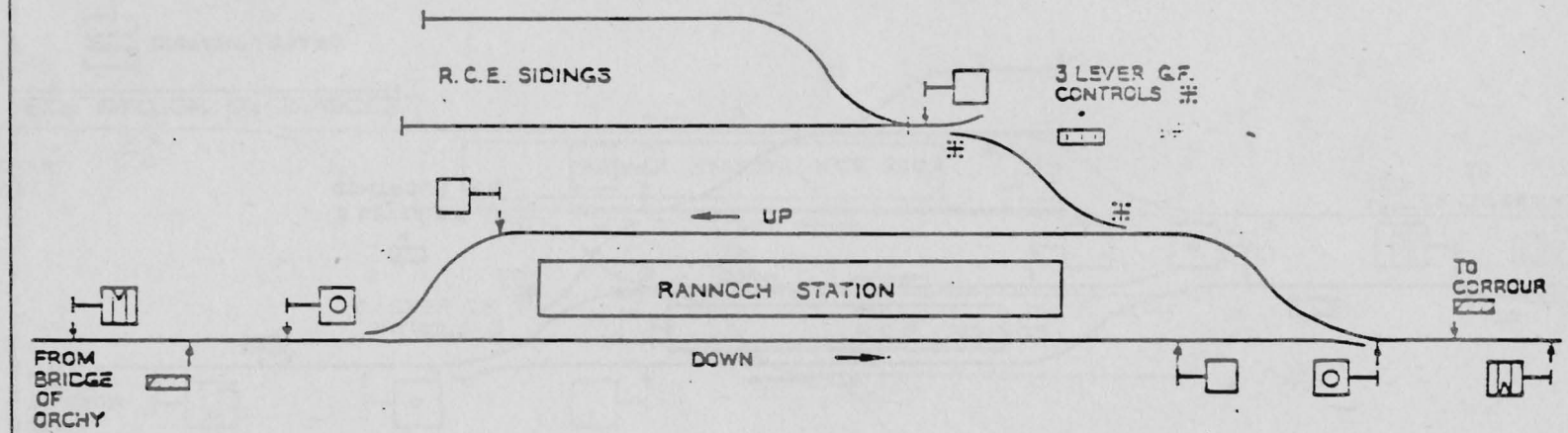
TRAIN OPERATED  
POINTS.




HAND OPERATED POINTS.


# RANNOCH


## RATIONALISATION OF SIGNALLING





### EXPLANATION OF SYMBOLS


 DISTANT BOARD

 YELLOW LIGHT WITH "POINTS SET SIGN" & '→' SHOWING NORMAL LIE OF POINTS

 NOTICE BOARD WORDS "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED."

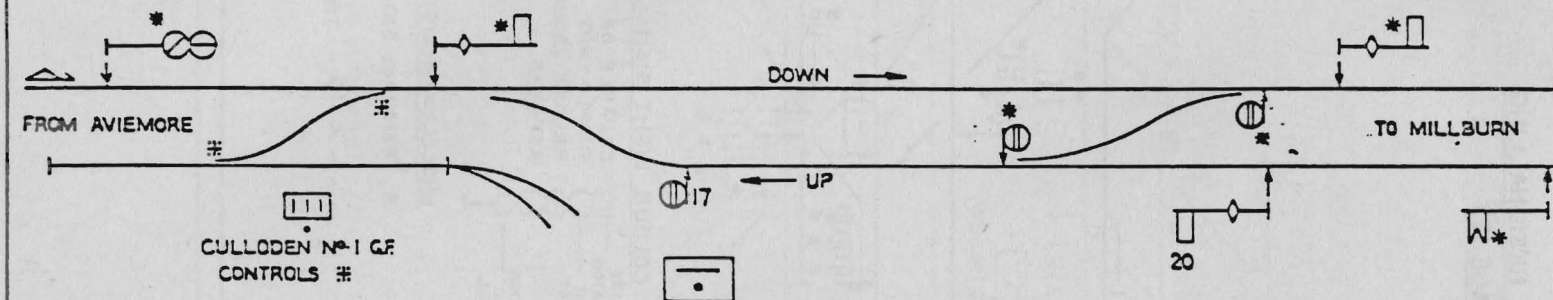
 LOOP CLEAR MARKER

 TRAIN OPERATED POINTS

 HAND OPERATED POINTS




# CULLODEN MOOR





## EXPLANATION OF SYMBOLS


### COLOUR LIGHT SIGNALS

 TWO ASPECT SIGNAL  
CAPABLE OF DISPLAYING  
YELLOW OR GREEN

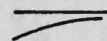
### SEMAPHORE SIGNALS


 STOP  
SIGNAL

 DISTANT  
SIGNAL


 GROUND  
SIGNAL


### POINTS

 CONTROLLED

 HAND

### MISCELLANEOUS

 GROUND FRAME

 A.W.S. MAGNET

\* DENOTES EXISTING SIGNAL

**No.48****WEEKLY OPERATING NOTICE**

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

**SATURDAY 21 FEBRUARY  
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.

GLASGOW

**J M SUMMERS  
REGIONAL OPERATIONS MANAGER**

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

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 → 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. (49)

\* \*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 C11 of this notice have been brought into operation.

Details of altered signals at Culloden are as follows:-

<u>Signal No</u>	<u>Designation/ Application</u>	
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). (51)

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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</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)

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. (51)

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)

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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application To</u>
Main	Position 1 Junction Indicator	EH545
Main	Position 2 Junction Indicator	EH543
Main	Position 3 Junction Indicator	EH534

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:-

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</u>
EH515	Main	-	EH517
	Main	Position 4 Junction Indicator	EH527
	Position Light	-	EH907

The application of the undernoted existing ground mounted position light signals have been altered as follows:-

<u>Signal</u>	<u>Route Indication</u>	<u>From</u>	<u>Application Towards</u>
EH 905	US	Up South	EH921
	DN		EH525
	UN		EH517
	L		EH527
	O		EH917
	Y		Carriage Sidings
EH 907	N	Up North	EH517
	L		EH527
	O		EH917
	Y		Carriage Sidings

The Up North line between signals EH515 and EH517 has become bi-directional. (49)

\* 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)

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

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 16feet 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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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.

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	-	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)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued  
DETAILS OF WORK REFERRED 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 temporarily 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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application To</u>
Main	Position 1 Junction Indicator	EH545
Main	Position 2 Junction Indicator	EH543
Main	Position 3 Junction Indicator	EH534

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:-

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</u>
EH515	Main	-	EH517
	Main	Position 4 Junction Indicator	EH527
	Position Light	-	EH907

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

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:-

<u>Signal</u>	<u>Route Indication</u>	<u>From</u>	<u>Application Towards</u>
EH 905	US	Up South	EH921
	DN		EH525
	UN		EH517
	L		EH527
	O		EH917
	Y		Carriage Sidings
EH 907	N	Up North	EH517
	L		EH527
	O		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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</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 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  $\rightarrow$  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  $\langle \rangle$  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.

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 16feet 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)

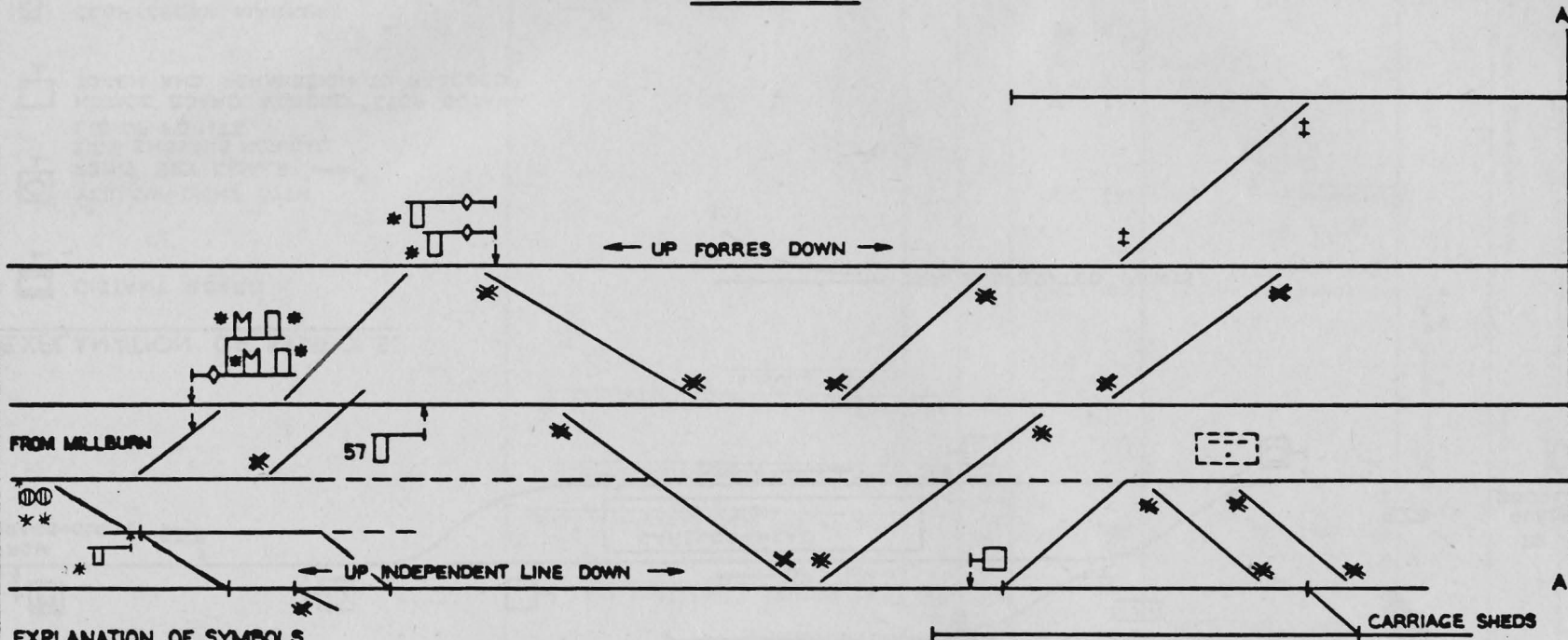
The double sided notice boards on the Up and Down Independent goods line have been repositioned to a point nearer the respective boxes to facilitate permanent way alterations. (50)

PERTH - The Up South Head Shunt has been secured out of use pending removal and all associated signal routes removed. (51)

# INVERNESS RESIGNALLING




## STAGE 14

WON-C7









### EXPLANATION OF SYMBOLS

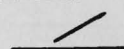

#### COLOUR LIGHT SIGNALS

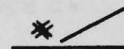
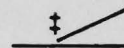
-  CAPABLE OF DISPLAYING A RED ASPECT
-  TWO WAY STENCIL INDICATOR
-  GROUND POSITION LIGHT  
NORMAL ASPECT : RED AND WHITE HORIZONTAL LIGHTS  
PROCEED ASPECT : TWO WHITE LIGHTS AT 45°

#### SEMAPHORE SIGNALS

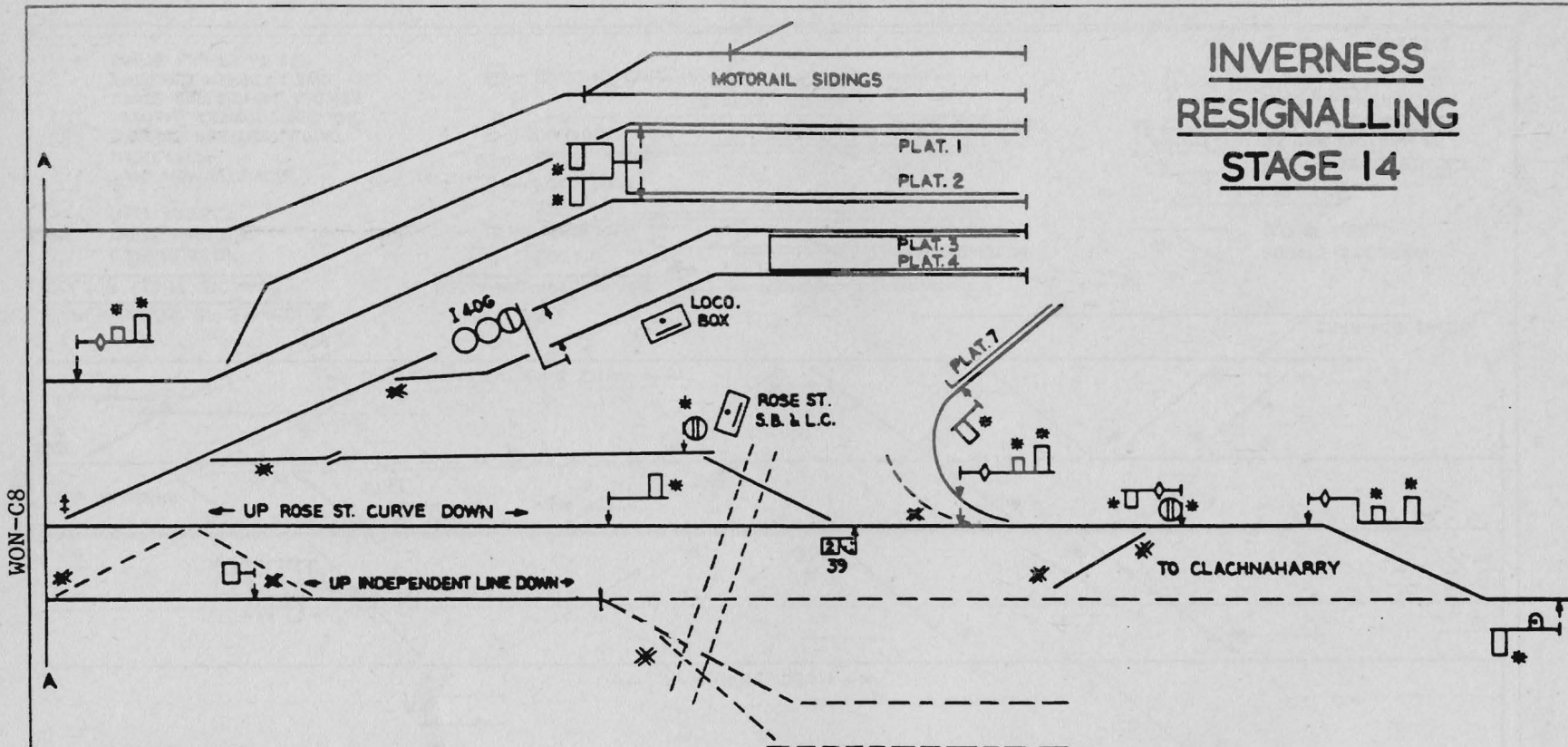
-  DISTANT
-  STOP
-  FULL ARM
-  SMALL ARM
-  DIAMOND SIGN
-  GROUND DISC.

#### POINTS

-  WORKED FROM SIGNAL BOX
-  HAND OPERATED

-  POINTS SECURED OUT OF USE
-  POINTS SECURED OUT OF USE BUT CAN BE HAND OPERATED BY SPECIAL INSTRUCTION

# INVERNESS RESIGNALLING STAGE 14



WON-C8

**MISCELLANEOUS**

- TRACK OUT OF USE
- \* EXISTING SIGNALS
- NOTICEBOARD
- ⊞ STOP AWAIT INSTRUCTIONS FROM P.I.C. INDEPENDENT

**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.

GLASGOW


J M SUMMERS  
REGIONAL OPERATIONS MANAGER




SIGNALLING AND PERMANENT WAY ALTERATIONS


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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 7 MARCH - CULLODEN MOOR - The  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 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)

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:-


<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</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  $\rightarrow$  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)

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.

<u>Location</u>	<u>Lines affected</u>	<u>At or between</u>
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.

GLASGOW

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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
M	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
M94	Miniature Yellow
M95	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)

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

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 :-

<u>Route Indication</u>	<u>Application Towards</u>
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.  
(54)

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)

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).

(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:-

<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</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)



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 (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)

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 47BETWEEN 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 48ASCENDING

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 52B.P. CHEM GFAmend 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.

GLASGOW

**J M SUMMERS  
REGIONAL OPERATIONS MANAGER**

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK 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 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 repositioned 50 yards nearer Thornton, on right of drivers, The associated stencil indicator will become three-way, applications as follows:-

<u>INDICATION</u>	<u>APPLICATION TOWARDS</u>
Y	Yard
D	Down Fife line
S	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 26½mp 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 Sunday 5 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 CANCELLED. 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)

(3)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS 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. (2)

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.

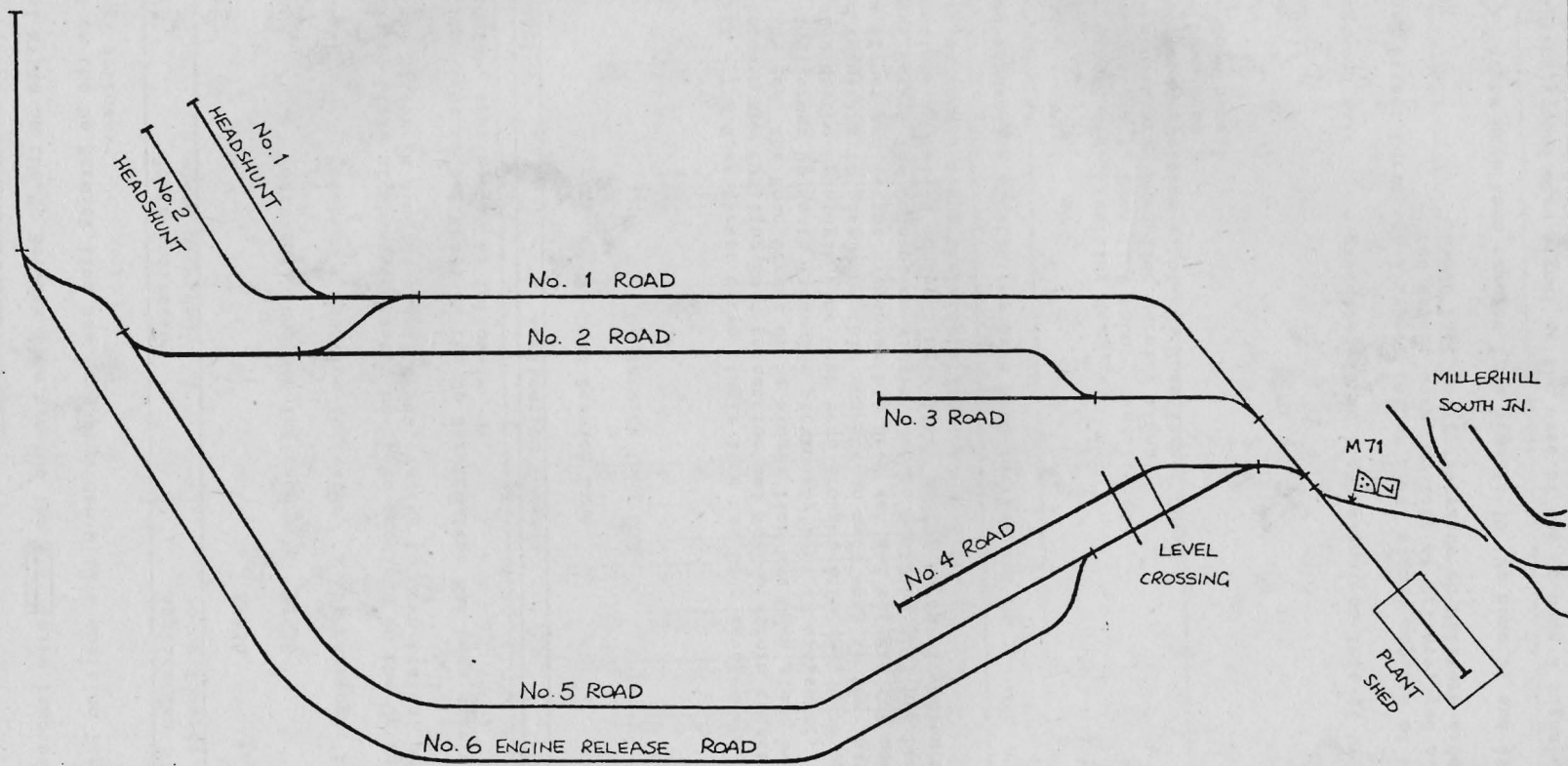
The  signs have been removed from Signals 10 (Up home 2) and 42 (Down section).

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)

# MILLERHILL ELECTRIFICATION DEPOT

WON-CA



## EXPLANATION OF SYMBOLS

- 7 — 7 WAY STENCIL ROUTE INDICATOR
- 6 — POSITION LIGHT GROUND SIGNAL

// CONTROLLED POINTS

+ HAND POINTS