

GARNQUEEN S/BX  
ScotRail

# WEEKLY OPERATING NOTICE

## No.7

SATURDAY 6 MAY 1989

to

FRIDAY 12 MAY 1989

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

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Traincrew 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.

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Receipt of this notice need not be acknowledged. If not received, by 1200 Friday prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the Railway network where possible, otherwise British Telecom 041-335 2721.

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

GLASGOW

# SIGNALLING RECORD SOCIETY

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

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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**

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**WARNING**



## AC ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

Additional equipment as detailed below, will be made ALIVE on and from 07 00 Sunday, 7 May 1989 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
Between Airdrie and 11m1040y at the proposed Drumgelloch Station	Up and Down branch single	Existing live equipment at Structure Nos.F/10/45 and F/11/20

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/1/89)



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

CRANLARICH - The plungers associated with the Down loop "Points Set" indicator and the Up loop "Points Set" indicator, located at the bottom of the platform ramp at the north end of the station, have been temporarily re-positioned 14 yards nearer the station, at the top of the ramp, affixed to the pedestrian subway railings on the Down and Up platforms respectively.

BETWEEN KEITH AND ELGIN - The permanent speed restrictions of 60 mph on the single line over curves 28m 840y and 27m 1520y and over curves 27m 200y and 26m 1080y have been withdrawn and a new permanent speed restriction of 60 mph has been brought into use on the single line over curves 28m 840y and 26m 1080y. (8)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 6 MAY - KILPATRICK - Up main line signal BW54 will be renewed 30 yards nearer Kilpatrick Station as a 3 aspect signal capable of displaying a red, yellow or green aspect on the left of Drivers, red aspect 12 feet above rail level, application unaltered. (10)

SATURDAY 6 MAY - DYCE JN - The Up Distant signal will be renewed as a two aspect colour light signal capable of displaying a yellow or green aspect, 347 yards further from the box on the left of Drivers, yellow aspect 11 feet above rail level. (10)

SUNDAY 7 MAY - RAVENS CRAIG - Arrival Line signal M507, and Ore Sidings signal M511, will be elevated to be 11 feet above rail level, application and location unaltered. (10)

SUNDAY 7 MAY - BETWEEN BROUGHTY FERRY AND DUNDEE CENTRAL JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 40mph speed restriction on the Up main line between 0m 590 yards (at Camperdown LC) and 59m 1230 yards (at Dock Street tunnel) will be provided 1,267 yards before reaching Up line signal D768, together with associated AWS track equipment.

A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 15mph speed restriction on the Up main line between 59m 1230 yards (at Dock Street tunnel including platform and through lines) and 59m 110 yards will be provided 967 yards before reaching Up line signal D768, together with associated AWS track equipment. (10)

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

SUNDAY 7 MAY - BETWEEN INVERGOWRIE AND DUNDEE CENTRAL JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 50mph speed restriction on the Down main line between 1m 860 yards and 0m 1004 yards will be provided 1,124 yards before reaching Down line signal D699R, together with associated AWS track equipment.

A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 40mph speed restriction on the Down main line between 0m 1004 yards and 0m 790 yards will be provided 316 yards after passing Down line signal D699R, together with associated AWS track equipment. (10)

SUNDAY 7 MAY - GARVE AOCL - The existing Up direction 10/15mph Speed Restriction Board will be renewed as a 10mph board, and re-located to be 150 yards from the crossing, on left of Drivers. (10)

MONDAY 8 MAY - BETWEEN OUSTON JN AND REGIONAL BOUNDARY - At 10 00 hours various Permanent Speed Restriction alterations will be made on the Down and Up Main/Fast lines between Ouston Jn and the ER/SCR Regional Boundary.

At 10 00 hours the Maximum Permissible Speed of 100mph on the Down and Up Main/Fast lines between Newcastle and Alnmouth (north of) 35m 70ch will be increased to 110mph. (See Section D of this notice). (10)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN AUCHTERARDER AND DUNNING - The whistle boards located on each rail approach to Whitemoss automatic half-barrier level crossing have been removed. (9)

\* \* HAYMARKET - The facing connection Up (North) line to Up North Goods Loop has been secured out of use, set for movements along the Up North line, and the connections Down North Goods Loop to Ingoing line and Ingoing line to Washer Bay line have been secured out of use set for movements from the North Goods Loop to the Washer Bay line. The portion of the North Goods Loop between the connections to be put out of use, and all associated signal routes, have been disconnected.

The Ingoing line has been put out of use and all associated signal routes disconnected. (7)

AIRDRIE - Nos. 3 and 4 Carriage sidings have been secured out of use pending removal. (9)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

DUNBAR - The Berwick lines trailing crossover at the Edinburgh end of the station, together with associated Down Berwick position light signal ED818, have been renewed 450 yards farther from the station. The application of signal ED818 is unaltered. Up Berwick signal ED498 has been renewed 368 yards farther from the station, on left of drivers on a straight post, red aspect 11 feet above rail level, application unaltered.

The Berwick lines facing crossover at the Berwick end of the station has been renewed 350 yards farther from the station. Associated Up Berwick ground position light signal ED815 has been renewed 340 yards farther from the station, application unaltered.

The Up Berwick catch points at the Berwick end of the station have been removed.

The Down Berwick Limit of Shunt indicator has been renewed at the same location as two red lights, horizontally displayed (Rule Book Section C, clause 5.2.1)

CRAIGENTINNY - A new trailing connection has been installed on the Up Berwick line, 110 yards on the Portobello side of signal EP622, secured out of use until further notice.

- \* \* PERTH - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 30mph speed restriction on the Down main line between 150m 1100yds and 151 mp has been provided 300yds before reaching Down main line signal P11, together with associated AWS track equipment. (7)
- \* \* The existing illuminated permanent speed restriction warning indicator associated with the 15mph speed restriction on the Up main line between signal P174 at north end of station and signal P61 at south end of station has been renewed as a reflectorised triangular sign (General Appendix, Section 1, page 1.21) 270yds after passing Up Main line signal P212, together with associated AWS track equipment. (7)
- \* \* STANLEY JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 45mph speed restriction on the Down main line over curves 158m 790yds and 7m 620yds total distance 630y) has been provided 939 yards before reaching Down main line signal 14, together with associated AWS track equipment. (7)
- \* \* CHEVINGTON - The Main to Main crossover together with associated signals has been removed. (7)
- \* \* BELFORD - Up Main 4-aspect Signal BD26 (near 53m.p.) has been repositioned 15 yards further north. (7)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS INSTRUCTIONS - continued"TIPHOOK WAGONS (TIPH 93290/489 SERIES)

FREIGHTLINER HQ (Tel 0026724/5 - Lata GT72800) has intimated that the above series of wagons are PROHIBITED - In and Out of GLASGOW FLT.

Consequently, TIPHOOKS labelled for COATBRIDGE FLT must NOT be conveyed on services destined for GLASGOW FLT unless prior arrangements can be made through GLASGOW CONTROL (041-3194) to allow such traffic to be detached at a suitable point (short of Glasgow FLT and a service laid on to deliver the traffic into Coatbridge FLT." (MOF/PG/11/9A) (22/4/89)

CRIANLARICH

UNTIL FURTHER NOTICE - During the period that platform lengthening work is in progress at the north end of the station, when a driver is instructed by the signalman at Banavie SC to proceed from the station to the lockfast box at the junction points and operate the override switch the driver must again return to his train, go through the cab and reach the trackside via the non-platform side, thence proceed via the Up or Down cess, as appropriate, to the junction.

Other staff concerned, when required to proceed to the junction points from the station, must, as far as is reasonably practicable, avoid walking through the site of work at the north end of the platform and proceed via the appropriate cess route to the points.

At all times all staff concerned must exercise particular care.

(16/4/89)

THE ROYAL SCOTSMAN

FROM WEDNESDAY 26 APRIL - LOCHEILSIDE - The following instruction is applicable only when the special passenger train "The Royal Scotsman" carrying reporting No.1298 is stabled overnight at Lochelilside.

When the train arrives at Lochelilside from Glenfinnan, the driver must inform the signalman at Banavie SC, but must not return the token.

Before leaving duty the driver must ensure that the main lighting switch in the locomotive remains in the "ON" position in order that the token, Glenfinnan to Loch Eil Outward Bound, may be retained on the cab display overnight, and the driver must confirm to the signalman at Banavie SC that the token is still displayed, and that the train is secured for the night.

On taking up duty and before mobilising the locomotive, the driver must confirm to the signalman at Banavie SC that the token, Glenfinnan to Loch Eil Outward Bound, is still displayed. If the token is not displayed, the signalman at Banavie SC must be so informed and the driver must, thereafter, obey any instruction given by the signalman at Banavie SC.

In the following circumstances the signalman at Banavie SC will instruct the driver that the train must not be stabled at Lochelilside but must proceed to Fort William for overnight stabling :-

- a) Loss of token display between Glenfinnan and stabling at Lochelilside.
- b) Working by special authority card.
- c) Working by Pilotman.

Amended (26/4/89)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

THE ROYAL SCOTSMAN - continued

FROM SATURDAY 29 APRIL - DUFFTOWN BRANCH - The train staff must be left with the locomotive of 1Z98, "The Royal Scotsman" when stabled overnight between Keith Jn and Dufftown. (29/4/89)

MISCELLANEOUS INSTRUCTIONS (EASTERN REGION)

DRIVER TO SHORE RADIO

The system is now being commissioned on the Eastern Region and it is to be considered as operational by Drivers as from 00 01 hours on Monday 1 May, 1989. (MR/NOT3A) (1/5/89)

BEAL

UNTIL FURTHER NOTICE - The trailing crossover at 59m 32ch has been taken out of use.



**ScotRail**  
**WEEKLY OPERATING NOTICE**  
**No.8**

**SATURDAY 13 MAY 1989**  
**to**  
**FRIDAY 19 MAY 1989**

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

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Traincrew 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.

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Receipt of this notice need not be acknowledged. If not received, by 12<sup>00</sup> Friday prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the Railway network where possible, otherwise British Telecom 041-335 2721.

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

GLASGOW

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

AIRDRIE-DRUMGELLOCH - The former Inverhouse branch single line beyond Airdrie Station has been commissioned as a new single passenger line to Drumgelloch designated Drumgelloch branch single line. The line will be worked in accordance with the Regulations for One Train Working where a Train Staff is not Provided as contained in the General Appendix.

Existing 2 aspect colour light Up Home signal AD41 has been altered to a 3 aspect signal capable of displaying a red, yellow or green aspect application as follows :-

Aspect	Route Indication	Application to or towards
Main	2	Drumgelloch or Platform 2
Main	1	Platform 1
Position light	1	Platform 1
Position light	C	Carriage sidings

Existing 3 aspect colour light signal AD46 has been relocated on Down Platform 2 line, 65 yards nearer to the signal box on right of drivers, red aspect 11 feet above rail level. The associated position light signal has been removed and a white diamond sign in accordance with the Rule Book, Section K, clause 2.1.4 has been provided. The application of this signal is unaltered.

Double side 'OFF' indicators associated with signal AD46 have been provided on Platform 2, 67 yards in rear of the signal.

Platform 2 has been extended by 23 feet.

The catch points at the Sunnyside end of Platform 2 line have been removed.

The following have been provided on the single Drumgelloch branch line :-

At Drumgelloch -	A friction buffer stop with 3 electrically lit lamps at the end of line.
Up direction -	2 AWS cancelling indicators with associated track equipment 1525 yards and 1125 yards respectively on the approach to the buffer stop.
Down direction -	An AWS cancelling indicator with associated track equipment 1400 yards on the approach to Airdrie Station platform.
	A reflectorised distant board applying to Down Platform 2 line signal AD46, 400 yards on the approach to signal AD46.

(See Section D of this Notice)

(10)

CHEVINGTON

Facing and trailing crossovers have been installed north of Chevington Loops at 26m 55chs.

The facing crossover has been secured out of use until further notice.

The trailing crossover is available for emergency and planned single line working under hand signalled arrangements.

(10)

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

SATURDAY 13 MAY - CLYDEBANK STATION - Down line signal CD65 will be renewed as a 4 aspect signal capable of displaying a red, yellow or green aspect only (top aspect blanked out until further notice) with a position 1 junction route indicator, 12 feet above rail level at the same location. The existing position light signal has been removed. The application of the renewed signal will be as follows:-

Aspect	Indication where provided	Application to or towards
Main	-	DP42
Main	Position 1 route indicator	Riverside line

(11)

SUNDAY 14 MAY - HAYMARKET - The Up and Down South lines through Haymarket tunnel will be put out of use until further notice.

Up South signal E510, Down South signal E503, and Down Midcalder line signal EH520 will be altered to be capable of displaying a red aspect only, and Up South signal E506 will be removed. All signal routes applying to Nos.3 and 4 Platform lines from the Haymarket Central direction will be disconnected.

A temporary buffer stop will be provided on the Up South line, 110 yards before reaching Up South signal E510.

The method of working to and from No.3 Platform line will be in accordance with Rule Book, Section N.

(See Section D, Miscellaneous Instructions, of this Notice)

(11)

MONDAY 15 MAY - BETWEEN MOTHERWELL AND HAMILTON CENTRAL - A new passenger station will be opened at 0m 1340 yards and named Airbles, with two platforms.

(See Section D of this Notice)

(11)

MONDAY 15 MAY - BETWEEN JOHNSTONE AND LOCHWINNOCH - A new passenger station will be opened at 11m 880 yards and named Milliken Park, with two platforms.

(See Section D of this Notice)

(11)

MONDAY 15 MAY - BETWEEN GREENFOOT LC AND CUMBERNAULD - A new passenger station will be opened at 100m 950 yards and named Greenfaulds, with two platforms.

(See Section D of this Notice)

(11)

MONDAY 15 MAY - BETWEEN GARTSHERRIE SOUTH JN AND SIGHTHILL JN - A new passenger station will be opened at 99m 1410 yards and named Stepps, with two platforms.

(See Section D of this Notice)

(11)



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

MONDAY 15 MAY - BETWEEN AIRDRIE AND END OF LINE AT DRUMGELLOCH - A new passenger station has been opened at 11m 1040 yards and named Drumgelloch, platform on Up side only. (See Section D of this Notice) (11)

MONDAY 15 MAY - CRIANLARICH - The plungers associated with the Down loop "Points Set" indicator and the Up loop "Points Set" indicator, previously located in a temporary position at the top of the platform ramp, affixed to the pedestrian subway railings on the Down and Up platforms respectively, will be permanently re-located to be on the platform ramp 2 yards before reaching the Down direction Stop boards for the Down and Up loops, and will be affixed to posts. (See Section D of this Notice) (11)

MONDAY 15 MAY - BETWEEN INVERNESS AND WICK, DINGWALL AND KYLE OF LOCHALSH, AND GEORGEMAS JN TO THURSO - Class 15X Series DMUs (Sprinters) will be permitted to travel over these lines and, in consequence, to simplify the presentation of speed restriction information, the corresponding Sectional Appendix, Table A entries have been divided into separate tables for each line of route - one applicable to Class 15X Series DMUs only, and one applicable to all other trains.

Note also that various alterations to permanent speed restrictions will apply on the table Inverness to Wick which does not apply to Class 15X Series DMUs. (See Section D of this Notice) (11)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN AUCHTERARDER AND DUNNING - The whistle boards located on each rail approach to Whitemoss automatic half-barrier level crossing have been removed. (9)

RAVENSCRAIG - Arrival Line signal M507, and Ore Sidings signal M511, have been elevated to be 11 feet above rail level, application and location unaltered. (10)

AIRDRIE - Nos. 3 and 4 Carriage sidings have been secured out of use pending removal. (9)

KILPATRICK - Up main line signal BW54 has been renewed 30 yards nearer Kilpatrick Station as a 3 aspect signal capable of displaying a red, yellow or green aspect on the left of Drivers, red aspect 12 feet above rail level, application unaltered. (10)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

DUNBAR - The Berwick lines trailing crossover at the Edinburgh end of the station, together with associated Down Berwick position light signal ED818, have been renewed 450 yards farther from the station. The application of signal ED818 is unaltered. Up Berwick signal ED498 has been renewed 368 yards farther from the station, on left of drivers on a straight post, red aspect 11 feet above rail level, application unaltered. The Berwick lines facing crossover at the Berwick end of the station has been renewed 350 yards farther from the station. Associated Up Berwick ground position light signal ED815 has been renewed 340 yards farther from the station, application unaltered. The Up Berwick catch points at the Berwick end of the station have been removed. The Down Berwick Limit of Shunt Indicator has been renewed at the same location as two red lights, horizontally displayed (Rule Book Section C, clause 5.2.1). (9)

CRAIGENTINNY - A new trailing connection has been installed on the Up Berwick line, 110 yards on the Portobello side of signal EP622, secured out of use until further notice. (9)

BETWEEN BROUGHTY FERRY AND DUNDEE CENTRAL JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 40mph speed restriction on the Up main line between 0m 590 yards (at Camperdown LC) and 59m 1230 yards (at Dock Street tunnel) has been provided 1,267 yards before reaching Up line signal D768, together with associated AWS track equipment.

A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 15mph speed restriction on the Up main line between 59m 1230 yards (at Dock Street tunnel including platform and through lines) and 59m 110 yards has been provided 967 yards before reaching Up line signal D768, together with associated AWS track equipment. (10)

BETWEEN INVERGOWRIE AND DUNDEE CENTRAL JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 50mph speed restriction on the Down main line between 1m 860 yards and 0m 1004 yards has been provided 1,124 yards before reaching Down line signal D699R, together with associated AWS track equipment.

A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 40mph speed restriction on the Down main line between 0m 1004 yards and 0m 790 yards has been provided 316 yards after passing Down line signal D699R, together with associated AWS track equipment. (10)

DYCE JN - The Up Distant signal has been renewed as a two aspect colour light signal capable of displaying a yellow or green aspect, 347 yards further from the box on the left of Drivers, yellow aspect 11 feet above rail level. (10)

\* BETWEEN KEITH AND ELGIN - The permanent speed restrictions of 60 mph on the single line Over curves 28m 840y and 27m 1520y and Over curves 27m 200y and 26m 1080y have been withdrawn and a new permanent speed restriction of 60 mph has been brought into use on the single line Over curves 28m 840y and 26m 1080y. (8)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GARVE AOCL - The existing Up direction 10/15mph Speed Restriction Board has been renewed as a 10mph board, and re-located to be 150 yards from the crossing, on left of Drivers. (10)

BETWEEN OUSTON JN AND REGIONAL BOUNDARY - At 10 00 hours various Permanent Speed Restriction alterations were made on the Down and Up Main/Fast lines between Ouston Jn and the ER/SCR Regional Boundary.

At 10 00 hours the Maximum Permissible Speed of 100mph on the Down and Up Main/Fast lines between Newcastle and Alnmouth (north of) 35m 70ch has been increased to 110mph. (See Section D of this notice). (10)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

"TIPHOOK WAGONS (TIPH 93290/489 SERIES)

FREIGHTLINER HQ (Tel 0026724/5 - Lata GT72800) has intimated that the above series of wagons are PROHIBITED - In and Out of GLASGOW FLT.

Consequently, TIPHOOKS labelled for COATBRIDGE FLT must NOT be conveyed on services destined for GLASGOW FLT unless prior arrangements can be made through GLASGOW CONTROL (041-3194) to allow such traffic to be detached at a suitable point (short of Glasgow FLT and a service laid on to deliver the traffic into Coatbridge FLT. (MOF/PG/11/9A) (22/4/89)

THE ROYAL SCOTSMAN

FROM WEDNESDAY 26 APRIL - LOCHEILSIDE - The following instruction is applicable only when the special passenger train "The Royal Scotsman" carrying reporting No.1Z98 is stabled overnight at Lochelilside.

When the train arrives at Lochelilside from Glenfinnan, the driver must inform the signalman at Banavie SC, but must not return the token.

Before leaving duty the driver must ensure that the main lighting switch in the locomotive remains in the "ON" position in order that the token, Glenfinnan to Loch Eil Outward Bound, may be retained on the cab display overnight, and the driver must confirm to the signalman at Banavie SC that the token is still displayed, and that the train is secured for the night.

On taking up duty and before mobilising the locomotive, the driver must confirm to the signalman at Banavie SC that the token, Glenfinnan to Loch Eil Outward Bound, is still displayed. If the token is not displayed, the signalman at Banavie SC must be so informed and the driver must, thereafter, obey any instruction given by the signalman at Banavie SC.

In the following circumstances the signalman at Banavie SC will instruct the driver that the train must not be stabled at Lochelilside but must proceed to Fort William for overnight stabling :-

- a) Loss of token display between Glenfinnan and stabling at Lochelilside.
- b) Working by special authority card.
- c) Working by Pilotman.

Amended (26/4/89)

FROM SATURDAY 29 APRIL - DUFFTOWN BRANCH - The train staff must be left with the locomotive of 1Z98, "The Royal Scotsman" when stabled overnight between Keith Jn and Dufftown. (29/4/89)

MISCELLANEOUS INSTRUCTIONS (EASTERN REGION)

DRIVER TO SHORE RADIO

The system is now being commissioned on the Eastern Region and it is to be considered as operational by Drivers as from 00 01 hours on Monday 1 May, 1989. (MR/NOT3A) (1/5/89)

BEAL

UNTIL FURTHER NOTICE - The trailing crossover at 59m 32ch has been taken out of use.

**ScotRail**  
**WEEKLY OPERATING NOTICE**  
**No.9**

**SATURDAY 20 MAY 1989**  
**to**  
**FRIDAY 26 MAY 1989**

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

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Traincrew 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.

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J M SUMMERS  
REGIONAL OPERATIONS MANAGER

GLASGOW



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN WIDDRINGTON CROSSOVER AND MORPERTH NORTH JN - A Permanent Speed Restriction of 100 mph has been introduced on the Up line between 23m 15ch and 17m 61ch.

(See Section D of this Notice).

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 20 MAY - EXHIBITION CENTRE - The existing illuminated Limit of Shunt Indicator situated on the Down Argyle line will be renewed as two red lights, horizontally displayed. (12)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MOTHERWELL AND HAMILTON CENTRAL - A new passenger station has been opened at 0m 1340 yards and named Airbles, with two platforms.

(See Section D of this Notice). (11)

BETWEEN JOHNSTONE AND LOCHWINNOCH - A new passenger station has been opened at 11m 880 yards and named Milliken Park, with two platforms.

(See Section D of this Notice). (11)

BETWEEN GREENFOOT LC AND CUMBERNAULD - A new passenger station has been opened at 100m 950 yards and named Greenfaulds, with two platforms.

(See Section D of this Notice). (11)

\* \* BETWEEN AUCHTERARDER AND DUNNING - The whistle boards located on each rail approach to Whitemoss automatic half-barrier level crossing have been removed. (9)

RAVENS CRAIG - Arrival Line signal M507, and Ore Sidings signal M511, have been elevated to be 11 feet above rail level, application and location unaltered. (10)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GARTSHERRIE SOUTH JN AND SIGHTHILL JN - A new passenger station has been opened at 99m 1410 yards and named Stepps, with two platforms.

(See Section D of this Notice).

(11)

HAYMARKET - The Up and Down South lines through Haymarket tunnel have been put out of use until further notice.

Up South signal E510, Down South signal E503, and Down Midcalder line signal EH520 have been altered to be capable of displaying a red aspect only, and Up South signal E506 has been removed. All signal routes applying to Nos.3 and 4 Platform lines from the Haymarket Central direction have been disconnected.

A temporary buffer stop has been provided on the Up South line, 110 yards before reaching Up South signal E510.

The method of working to and from No.3 Platform line is in accordance with Rule Book, Section N.

(See Section D, Miscellaneous Instructions, of this Notice).

(11)

AIRDRIE-DRUMGELLOCH - The former Inverhouse branch single line beyond Airdrie Station has been commissioned as a new single passenger line to Drumgelloch designated Drumgelloch branch single line. The line will be worked in accordance with the Regulations for One Train Working where a Train Staff is not Provided as contained in the General Appendix.

Existing 2 aspect colour light Up Home signal AD41 has been altered to a 3 aspect signal capable of displaying a red, yellow or green aspect application as follows :-

Aspect	Route Indication	Application to or towards
Main	2	Drumgelloch or Platform 2
Main	1	Platform 1
Position light	1	Platform 1
Position light	C	Carriage sidings

Existing 3 aspect colour light signal AD46 has been relocated on Down Platform 2 line, 65 yards nearer to the signal box on right of drivers, red aspect 11 feet above rail level. The associated position light signal has been removed and a white diamond sign in accordance with the Rule Book, Section K, clause 2.1.4 has been provided. The application of this signal is unaltered.

Double side 'OFF' indicators associated with signal AD46 have been provided on Platform 2, 67 yards in rear of the signal.

Platform 2 has been extended by 23 feet.

The catch points at the Sunnyside end of Platform 2 line have been removed.

The /....

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedAIRDRIE-DRUMGELLOCH - continued

The following have been provided on the single Drumgelloch branch line :-

- At Drumgelloch - A friction buffer stop with 3 electrically lit lamps at the end of line.
- Up direction - 2 AWS cancelling indicators with associated track equipment 1525 yards and 1125 yards respectively on the approach to the buffer stop. A reflectorised distant board with associated track equipment 358 yards on the approach to the buffer stop.
- Down direction - An AWS cancelling indicator with associated track equipment 1400 yards on the approach to Airdrie Station platform.  
A reflectorised distant board with associated track equipment applying to Down Platform 2 line signal AD46, 400 yards on the approach to signal AD46.

(11)

(See Section D of this Notice).

BETWEEN AIRDRIE AND END OF LINE AT DRUMGELLOCH - A new passenger station has been opened at 11m 1040 yards and named Drumgelloch, platform on Up side only.

(11)

(See Section D of this Notice).

- \* \* AIRDRIE - Nos.3 and 4 Carriage sidings have been secured out of use pending removal. (9)

KILPATRICK - Up main line signal BW54 has been renewed 30 yards nearer Kilpatrick Station as a 3 aspect signal capable of displaying a red, yellow or green aspect on the left of Drivers, red aspect 12 feet above rail level, application unaltered. (10)

CLYDEBANK STATION - Down line signal CD65 has been renewed as a 4 aspect signal capable of displaying a red, yellow or green aspect only (top aspect blanked out until further notice) with a position 1 junction route indicator, red aspect 12 feet above rail level, at the same location. The existing position light signal has been removed. The application of the renewed signal is as follows:-

Aspect	Indication where provided	Application to or towards
Main	-	DP42
Main	Position 1 route indicator	Riverside line (11)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

CRANLARICH - The plungers associated with the Down loop "Points Set" indicator and the Up loop "Points Set" indicator, previously located in a temporary position at the top of the platform ramp, affixed to the pedestrian subway railings on the Down and Up platforms respectively, have been permanently re-located to be on the platform ramp 2 yards before reaching the Down direction Stop boards for the Down and Up loops, and have been affixed to posts.

(See Section D of this Notice).

(11)

\* \* DUNBAR - The Berwick lines trailing crossover at the Edinburgh end of the station, together with associated Down Berwick position light signal ED818, have been renewed 450 yards farther from the station. The application of signal ED818 is unaltered. Up Berwick signal ED498 has been renewed 368 yards farther from the station, on left of drivers on a straight post, red aspect 11 feet above rail level, application unaltered.

The Berwick lines facing crossover at the Berwick end of the station has been renewed 350 yards farther from the station. Associated Up Berwick ground position light signal ED815 has been renewed 340 yards farther from the station, application unaltered.

The Up Berwick catch points at the Berwick end of the station have been removed.

The Down Berwick Limit of Shunt indicator has been renewed at the same location as two red lights, horizontally displayed (Rule Book Section C, clause 5.2.1).

(9)

\* \* CRAIGENTINNY - A new trailing connection has been installed on the Up Berwick line, 110 yards on the Portobello side of signal EP622, secured out of use until further notice.

(9)

BETWEEN BROUGHTY FERRY AND DUNDEE CENTRAL JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 40mph speed restriction on the Up main line between 0m 590 yards (at Camperdown LC) and 59m 1230 yards (at Dock Street tunnel) has been provided 1,267 yards before reaching Up line signal D768, together with associated AWS track equipment.

A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 15 mph speed restriction on the Up main line between 59m 1230 yards (at Dock Street tunnel including platform and through lines) and 59m 110 yards has been provided 967 yards before reaching Up line signal D768, together with associated AWS track equipment.

(10)

BETWEEN INVERGOWRIE AND DUNDEE CENTRAL JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 50 mph speed restriction on the Down main line between 1m 860 yards and 0m 1004 yards has been provided 1,124 yards before reaching Down line signal D699R, together with associated AWS track equipment.

A / ....

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN INVERGOWRIE AND DUNDEE CENTRAL JN - continued

A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 40 mph speed restriction on the Down main line between 0m 1004 yards and 0m 790 yards has been provided 316 yards after passing Down line signal D699R, together with associated AWS track equipment.

(10)

DYCE JN - The Up Distant signal has been renewed as a two aspect colour light signal capable of displaying a yellow or green aspect, 347 yards further from the box on the left of Drivers, yellow aspect 11 feet above rail level.

(10)

BETWEEN INVERNESS AND WICK, DINGWALL AND KYLE OF LOCHALSH, AND GEORGEMAS JN TO THURSO - Class 15X Series DMUs (Sprinters) are permitted to travel over these lines and, in consequence, to simplify the presentation of speed restriction information, the corresponding Sectional Appendix, Table A entries have been divided into separate tables for each line of route - one applicable to Class 15X Series DMUs only, and one applicable to all other trains.

Note also that various alterations to permanent speed restrictions also apply on the table Inverness to Wick which does not apply to Class 15X Series DMUs.

(See Section D of this Notice).

(11)

GARVE AOCL - The existing Up direction 10/15 mph Speed Restriction Board has been renewed as a 10mph board, and re-located to be 150 yards from the crossing, on left of Drivers.

(10)

BETWEEN OUSTON JN AND REGIONAL BOUNDARY - Various Permanent Speed Restriction alterations have been made on the Down and Up Main/Fast lines between Ouston Jn and the ER/SCR Regional Boundary.

The Maximum Permissible Speed of 100 mph on the Down and Up Main/Fast lines between Newcastle and Alnmouth (north of) 35m 70ch has been increased to 110 mph.

(See Section D of this Notice).

(10)

CHEVINGTON - Facing and trailing crossovers have been installed north of Chevington Loops at 26m 55chs.

The facing crossover has been secured out of use until further notice.

The trailing crossover is available for emergency and planned single line working under hand signalled arrangements.

(10)

**ScotRail**  
**WEEKLY OPERATING NOTICE**  
**No.15**

**SATURDAY 1 JULY 1989**  
**to**  
**FRIDAY 7 JULY 1989**

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

---

Traincrew 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.

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Receipt of this notice need not be acknowledged. If not received, by 12<sup>00</sup> Friday prior to operative date, advise REGIONAL OPERATIONS MANAGER, extension 041-3666 using the Railway network where possible, otherwise British Telecom 041-335 2721.

J M SUMMERS  
REGIONAL OPERATIONS MANAGER

GLASGOW



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN HYNDLAND EAST JN AND HYNDLAND NORTH JN - The worked catch points in the Down line at 4 miles 180 yards have been removed (18)

BETWEEN HYNDLAND NORTH JN AND HYNDLAND WEST JN - The connections to and from the West Curve lines have been disconnected and secured out of use pending removal together with the associated signalling. (18)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 1 JULY - BETWEEN GIRVAN AND PINMORE TUNNEL - The permanent speed restriction of 45 mph on the single line, Over curves and UB No.9 0 miles 700 yards and 1 mile 730 yards will be removed and the following new permanent speed restrictions will be brought into use on the single line :-

45 mph, Over curves, 0 miles 700 yards and 0 miles 1340 yards  
10 mph, 0 miles 1340 yards and 0 miles 1390 yards (UB NO.5)  
45 mph, Over curves, 0 miles 1390 yards and 1 mile 730 yards

(18)

SUNDAY 2 JULY - YOKER - The work described and illustrated in the Special Notice entitled "YOKER RESIGNALLING - COMMISSIONING OF YOKER SC", dated June 1989, will be introduced. An amendment sheet has been issued separately detailing alterations to the scheme arrangements. Stations and Depots with trainmen working through the area not having received the Special Notice or the amendment sheet must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2280/2716) (18)

MONDAY 3 JULY - BETWEEN NEWHAM LC AND LUCKER LC - At 10 00 hours the Permanent Speed Restriction of 80 mph which applies on the Down line between 47½ mp and 48½ mp will be raised to 100 mph.

(See Section D of this notice)

The speed restriction warning indicator 145 yards before reaching the 80 mph speed restriction together with the A.W.S. permanent magnet will be removed. (18)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT

SUNDAY 25 JUNE 1989

EDINBURGH WAVERLEY The facing connection between the connecting single line to Platforms 20 and 21 and the ballast siding has been removed and all associated signal routes disconnected.

Ground position light signal E843 at exit to the ballast siding has been removed.

(17)

SUNDAY 25 JUNE 1989

BETWEEN CARNOUSTIE AND ARBROATH - A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 65mph speed restriction on the Down line over curves 15 $\frac{1}{2}$ m.p. and 16 $\frac{1}{2}$ m.p. has been provided 832 yards before reaching Arbroath Down distant signal, together with associated AWS track equipment.

(17)

SUNDAY 25 JUNE 1989

ARBROATH - A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 20mph speed restriction on the Down line over curves through Arbroath Station 16 $\frac{1}{2}$ m.p. and 16m 1190 yards has been provided 238 yards before reaching the Down Home 1 signal, together with associated AWS track equipment. A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 20mph speed restriction on the Up Line over curves through Arbroath Station 16m 1190y and 16 $\frac{1}{2}$ m.p. has been provided 1297 yards before reaching the Up Home 1 signal, together with associated AWS track equipment.

(17)

INVERKEILOR - The Down Section signal has been renewed on a straight post, on left of drivers, 132 yards nearer the box, arm 16 feet above rail level.

(16)

BETWEEN THORNTON YARD AND WESTFIELD - Electric Token Working has been dispensed with and the Regulations for One Train Working on Single Lines Where a Train Staff is Provided, as contained in the General Appendix, apply.

The Train Staff custodian is the signalman at Thornton Yard box.

(17)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GEORGEMAS JN AND WICK/THURSO - In order to facilitate Sprinter Unit working, the following signalling alterations have been carried out :-

Georgemas Jn

The Down line has been redesignated the Up/Down platform line and the Up line has been redesignated the Up Loop.

The hydraulic spring controlled points at the Wick end of Georgemas Jn token exchange point have become ground frame operated from a 3-lever ground frame, released by Annett's key, and the normal lie of the points has been altered to be for the Up and Down platform line/single line. The associated Points set indicator, reflectorised distant board, and AWS track equipment have been removed.

Additional boards have been provided, positioned as follows :-

Reflectorised Sign worded "Stop. Obtain Token and Permission to Proceed"

- |  |   |
|--|---|
| Up/Down platform line<br>(Forsinard end) | - adjacent to existing "Stop" board on Up Loop,<br>on right of drivers in Up direction                    |
| Up Loop<br>(Wick end)                    | - adjacent to existing "Stop" board on Up/Down<br>platform line, on right of drivers in Down<br>direction |

Reflectorised double-sided Stopping Marker  
(4 black horizontal stripes on a rectangular white plate)

- |                       |  |
|-----------------------|--|
| Up/Down platform line | - 57 yards from, and on the station side of, the<br>Wick end of the platform, between the Up/Down<br>platform line and the Up Loop |
|-----------------------|--|

Between Georgemas Jn and Wick

A new Up direction token exchange point known as "Bower" has been brought into use, 500 yards from, and on the Wick side of, the north end points at Georgemas Jn. A new post, on right of drivers, carrying the signs detailed below has been provided :-

Reflectorised board worded "Stop. Obtain Token and Permission to Proceed" with a supplementary board worded "Drivers in Possession of Long Section Token may Proceed"

The Up reflectorised distant board for Georgemas Jn has been provided below the supplementary board, with associated AWS track equipment

An additional board worded "Bower" has been provided below the "Stop" board

An emergency telephone has been provided

A new Up direction reflectorised distant board for Bower has been provided, on left of drivers, 1050 yards before reaching Bower "Stop" board, together with associated AWS track equipment

Station limits boards are NOT provided for Bower. The Down direction section will continue to be Georgemas to Wick, and the existing "Engineering" token arrangements between Georgemas and Wick continue to apply

The/....



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GEORGEMAS JN AND WICK/THURSO - continued

The following Up direction tokens are available :-

- Wick/Georgemas - "Long Section"
- Wick/Bower - "Section"
- Bower/Georgemas - "Section"
- Bower/Georgemas Loop (Up) - "Section"
- Bower/Georgemas Occupied - Special token to be used only in accordance with Local Instructions

Between Georgemas Jn and Thurso

Additional boards have been provided, positioned as follows :-

Supplementary board worded "Drivers in Possession of Long Section Token may Proceed"

- Up branch - affixed below existing Up branch "Stop" board at Georgemas Jn
- Down branch - affixed below existing Down branch "Stop" board at Georgemas Jn

The following additional tokens are available :-

- Thurso/Georgemas - "Long Section" ) See Local Instructions, page 102,
- Georgemas/Thurso - "Long Section" ) for the definition of a "Long
- ) Section" as applying, in both
- ) directions, between Thurso and
- ) Georgemas Jn

NOTE : The existing "Section" tokens between Thurso and Georgemas Jn and Georgemas Jn and Thurso, and the "Shunt" token at Georgemas Jn continue to be available.

(See Section D of this Notice)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTION 4 - LOCAL INSTRUCTIONS - continued

BETWEEN CRAIGENDORAN JN AND FORT WILLIAM JN, CRIANLARICH  
AND OBAN AND FORT WILLIAM JN AND MALLAIG

Page 58 (Page 94 of PON 11D) -

Failure of Radio System1. Method of Working -

Amend first paragraph of clause 1.1 to read :-

Working by Pilotman in accordance with these instructions must be introduced, between the locations concerned, as specified in the table shown below.

Should adjacent radio channel areas be affected or a radio system failure occur which affects several radio channel areas, the specified Working by Pilotman section may be extended to cover more than one radio channel area to reduce the number of Pilotmen required. This arrangement must not, however, be introduced without the specific authority of the Regional Operations Superintendent or his Assistant.

Amend Crianlarich channel 125 entry to read :-

<u>(Area) Radio Channel No.</u>	<u>Working by Pilotman to be introduced between</u>
(Crianlarich) 125	Ardlui and Tyndrum Upper ALSO Crianlarich GF and Dalmailly (One Pilotman for each section) <u>Working must be strictly in accordance with the arrangements shown in clause 4.8 of these instructions where dividing and combining of trains takes place at Crianlarich</u>

Re-number clauses 4.8, 4.9 and 4.10 to be 4.9, 4.10 and 4.11 respectively.

Add new clause 4.8 :-

- 4.8 Should a radio system failure occur affecting channel 125 and it is necessary to divide a Down direction passenger train or combine Up direction passenger trains at Crianlarich, Working by Pilotman in accordance with these instructions must be instituted over the following sections simultaneously :

Pilotman A - Ardlui to Upper Tyndrum  
Pilotman B - Crianlarich Lower GF to Dalmailly

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTION 4 - LOCAL INSTRUCTIONS - continued

BETWEEN CRAIGENDORAN JN AND FORT WILLIAM JN, CRIANLARICH  
AND OBAN AND FORT WILLIAM JN AND MALLAIG (continued)

## 4.8 - Add - (Cont'd)

Down trains to be divided at Crianlarich

Down trains must be accompanied by Pilotman A between Ardlui and Crianlarich. After the train has been divided, providing Pilotman B is present and permission for the train to occupy the Crianlarich/Tyndrum Lower section has been obtained, Pilotman A may authorise the train to proceed. After Pilotman A has checked visually that the first portion has passed the Down branch "loop clear" marker at Crianlarich, he may then obtain permission for the second portion to proceed towards Upper Tyndrum and then authorise it to proceed.

Up trains to be combined at Crianlarich

Up trains from Upper Tyndrum must be accompanied by Pilotman A between Upper Tyndrum and Crianlarich. On arrival at Crianlarich, Pilotman A must proceed on foot or by road to Crianlarich Lower GF. Up trains from Oban must be accompanied by Pilotman B as far as Crianlarich Lower GF where he must detrain. Pilotman A must then, with the authority of the signaller, conduct the train from Crianlarich Lower GF on to the rear of the front portion at Crianlarich. After both portions have been coupled together, Pilotman A must then obtain permission from the signaller and then authorise the combined trains to proceed to Ardlui.

Dividing and Combining trains

In each case, Pilotman A must issue a separate Pilotman's Written Authority to Proceed form to (a) allow the train to proceed as far as Crianlarich and (b) allow the train to proceed beyond Crianlarich. The signaller must carry out the instructions shown at clause 4.7 for each written authority.

(19/6/89)

Page 71 EDINBURGH WAVERLEY

Underbridge No.1

Amend instruction to read :-

In the event of advice being received that UB No.1 (New St) has been struck by a road vehicle, trains may continue to run over the bridge provided a 20mph emergency speed restriction is imposed pending examination of the structure by the Civil Engineer's Bridge and Structure Examiner. The General Appendix instructions "Bridges Struck by Road Vehicles" are modified accordingly.

(1/7/89)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTION 4 - LOCAL INSTRUCTIONS - continuedPage 88 - THORNTON YARD TO WESTFIELD (GOODS LINE)

Amend reference to "section token" to read :- "train staff".

WESTFIELD

Delete :- No Signalman" key token instrument and relative instruction.  
:- Rapid Loading Bunker and relative instruction.

(15.6.89)

Page 101GEORGEMAS JNAdd :-

Joining and Splitting of Trains - The following arrangements apply:-

Joining - The train from Thurso will be issued with a "Shunt" token at Georgemas Up branch Stop board, and the driver instructed, when being given permission to proceed, to bring his train to a stand on the Up platform line, opposite the Stopping Marker, and return the "Shunt" token.

The train from Wick will then be issued with a "Bower/Georgemas Occupied" token at Bower, and the driver reminded, when being given permission to proceed, that the Up/Down platform line is occupied. In the event of a failure of all cab equipment in the second train, a special authority card may be used provided Clause (a) on the special authority card is endorsed "Loop Occ".

Splitting - Before uncoupling is carried out, the radio number of the rear train must be entered in the system.

A train must not be split unless each portion has at least one radio in working order.

"Bower/Georgemas Occupied" Token - The Up direction Bower/Georgemas Occupied token must only be used for booked joining of Sprinter trains at Georgemas, and for providing assistance to a train which has failed on the Up/Down platform line at Georgemas.

Page 102Add :-BOWER

Drivers are exempt from carrying out the "loop clear" procedure after passing Bower.

BETWEEN GEORGEMAS JN AND THURSO

Amend all instructions under this heading to read :-

Single line block section - The Down direction single line block section is defined as the line between the Down branch stop board at Georgemas Jn and the designated line buffer stop at Thurso.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTION 4 - LOCAL INSTRUCTIONS - continuedBETWEEN GEORGEMAS JN AND THURSO - Amend - continued

Single line "Long sections" - The Up direction single line "Long section" is defined as the line between the designated line Up stop board at Thurso and the Up/Down line Down stop board at Georgemas.

The Down direction single line "Long section" is defined as the line between the Up/Down platform line at Georgemas and the designated line buffer stop at Thurso. Authority is given to issue/receive a Down direction "Long section" Georgemas/Thurso token while the train is at a stand on the Up/Down line at Georgemas station. The provisions of "Single Lines Worked by the Radio Electronic Token Block System - Instructions to Trainmen and Others Concerned", clause 3.2.2 are amended accordingly.

In the case of a "Long section" token, in either direction, the signalman will, when giving permission to proceed, specify to the driver that he is authorised to pass the Up or Down, as appropriate, branch stop board, and to operate the junction ground frame.

The provisions of "Single Lines Worked by the Radio Electronic Token Block System - Instructions to Trainmen and Others Concerned", clause 3.2.5 are amended accordingly. The provisions of clause 3.2.6 do not apply for a Thurso/Georgemas "Long section" token. For a Georgemas/Thurso "Long section" token the "intermediate token exchange point" is defined as the Down branch stop board for the purposes of this clause. When the "Loop clear" procedure is carried out, the driver must confirm to the signalman at Inverness that the Annett's Key is in his possession. For the purposes of clauses 3.2.7 and 5.1.4, the "intermediate token exchange point" is defined as the Up or Down, as appropriate, branch stop board at Georgemas Jn.

Up direction "Long section" tokens are NOT available for joining movements of Sprinter trains at Georgemas Jn.

Branch line stop boards - Movement of an Up direction train from Thurso beyond the Up branch stop board at Georgemas Jn must only be carried out with a "Shunt" token, except if a "Long section" token Thurso/Georgemas has been issued.

Movement of a Down direction train to Thurso towards the Down branch stop board at Georgemas Jn must only be carried out with a "Shunt" token, except if a "Long section" token Georgemas/Thurso has been issued. (18 6 89)

MISCELLANEOUS INSTRUCTIONSBELLSHILL

The Up and Down platforms have been permanently shorted by 27 yards at the Uddingston Jn end of the station.

All 3 and 6 car stop markers, with the exception of the 6 car stop marker on the Down platform which has been repositioned 5 yards from the top of the new platform ramp, are retained in their present positions.

Drivers in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this station. (MR/NOT3A) (25.6.89)

**ScotRail**  
**WEEKLY OPERATING NOTICE**  
**No.16**

**SATURDAY 8 JULY 1989**  
**to**  
**FRIDAY 14 JULY 1989**

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

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Traincrew 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.

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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 041-335 2721.

**J M SUMMERS**  
**REGIONAL OPERATIONS MANAGER**

**GLASGOW**



## SECTION B - TEMPORARY ENGINEERING WORKS

At or Between	Lines Affected	Remarks
DINGWALL TO KYLE OF LOCHALSH		
SATURDAY 8 AND SUNDAY 9 JULY		
315 Garve and Achnasheen	Single BLOCKED	19 30 Sat to 07 30 Sun. Bridgework (UB No.68).
316 Achnasheen and Strathcarron	Single BLOCKED Single <u>Between Trains</u>	22 00 Sat to 16 30 Sun ) Track renewal 16 30 to 17 00 Sun ) and track maintenance. Possession to be given up for the passage of 2H83 11 30 Dingwall to Kyle of Lochalsh, 2H88 14 00 Kyle of Lochalsh to Dingwall and 1Z11, 10 15 Dingwall to Kyle of Lochalsh.
SUNDAY 9 TO TUESDAY 11 JULY		
317 Achnasheen and Strathcarron	Single BLOCKED	22 00 Sun and Mon to 07 00 Mon and Tue. Track maintenance.
MONDAY 10 TO FRIDAY 14 JULY		
318 Dingwall and Fodderty	Single <u>Between Trains</u>	08 00 to 18 00 daily. Work at l1neside.
319 Garve and Achnasheen	Single <u>Between Trains</u>	08 00 to 20 30 daily. Work at l1neside and rock blasting.
TUESDAY 11 TO FRIDAY 14 JULY		
320 Strathcarron and Kyle of Lochalsh	Single BLOCKED	22 00 Tue to Thu to 07 00 Wed to Fri. Track maintenance.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 JULY - BETWEEN ARKLESTON JN AND PAISLEY GILMOUR STREET - The existing illuminated, circular permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) will be replaced by a reflectorised, triangular sign. (19)

SUNDAY 9 JULY - BETWEEN PAISLEY GILMOUR STREET AND ELDERSLIE - The existing permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) will be repositioned 261 yards further from Paisley. (19)

SUNDAY 9 JULY - PAISLEY GILMOUR STREET - The telephone associated with Up Gourock line signal P32 will be repositioned from the temporary location on platform 1 and reinstated at the signal. (19)

SUNDAY 9 JULY - PAISLEY ST JAMES - The existing illuminated, circular permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) will be replaced by a reflectorised, triangular sign. (19)

SUNDAY 9 JULY - BETWEEN DUMBARTON EAST AND DUMBARTON CENTRAL - The facing connection Down Main to Up and Down Goods loop, at Dumbarton East, will be secured out of use pending removal and the associated signalling disconnected. The Up and Down Goods loop will be severed at a point 40 yards from the Dumbarton East end and a buffer stop erected. The position of the Up and Down Goods loop between the connection from the Down Passenger loop and the buffer stop will be redesignated RCE siding.

The connections Up and Down Goods loop to Down west sidings/goods yard and Down East sidings will be secured out of use pending removal and all associated signals removed.

The application of Up and Down Goods loop signal D30 will be altered to be :-

"U" - to Up main  
"L" - to RCE siding

(19)

SUNDAY 9 JULY - MONTROSE NORTH - The Down Main section signal will be renewed on a straight post, on left of drivers, 100 yards nearer the box, arm 12 feet above rail level.

(19)



SIGNALLING AND PERMANENT WAY ALTERATIONS - ContinuedDETAILS OF WORK REFERRED TO IN SECTION B - Continued

SUNDAY 9 JULY - STANLEY - A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 45mph speed restriction on the Up line over curves 7m 620y and 158m 790y (total distance 630y) will be provided 300 yards before reaching the Up distant signal, together with associated AWS track equipment.

(19)

SUNDAY 9 JULY - KILLIECRANKIE - A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 30mph speed restriction on the Down line over curves, through Killiecrankie Pass, 31m 1250y and 32m 130y will be provided 1034 yards before reaching the permanent speed restriction indicator sign together with associated AWS track equipment.

(19)

A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 30mph speed restriction on the Up line over curves through Killiecrankie Pass, 32m 130y and 31m 1250y will be provided 1100 yards before reaching the permanent speed restriction indicator sign together with associated AWS track equipment.

(19)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GIRVAN AND PINMORE TUNNEL - The permanent speed restriction of 45 mph on the single line, Over curves and UB No.9 0 miles 700 yards and 1 mile 730 yards has been removed and the following new permanent speed restrictions have been brought into use on the single line :-

45 mph, Over curves, 0 miles 700 yards and 0 miles 1340 yards  
10 mph, 0 miles 1340 yards and 0 miles 1390 yards (UB NO.5)  
45 mph, Over curves, 0 miles 1390 yards and 1 mile 730 yards

(18)

EDINBURGH WAVERLEY The facing connection between the connecting single line to Platforms 20 and 21 and the ballast siding has been removed and all associated signal routes disconnected.

Ground position light signal E843 at exit to the ballast siding has been removed.

(17)

BETWEEN HYNDLAND EAST JN AND HYNDLAND NORTH JN - The worked catch points in the Down line at 4 miles 180 yards have been removed

(18)

BETWEEN HYNDLAND NORTH JN AND HYNDLAND WEST JN - The connections to and from the West Curve lines have been disconnected and secured out of use pending removal together with the associated signalling.

(18)

SIGNALLING AND PERMANENT WAY ALTERATIONS - ContinuedDETAILS OF WORK ALREADY CARRIED OUT - Continued

YOKER - The work described and illustrated in the Special Notice entitled "YOKER RESIGNALLING - COMMISSIONING OF YOKER SC", dated June 1989, has been introduced. An amendment sheet has been issued separately detailing alterations to the scheme arrangements. Stations and Depots with trainmen working through the area not having received the Special Notice or the amendment sheet must advise the Regional Operations Manager, ScotRail House, Glasgow by telephone (041-2280/2716)

(18)

BETWEEN CARNOUSTIE AND ARBROATH - A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 65mph speed restriction on the Down line over curves 15 $\frac{1}{2}$ m.p. and 16 $\frac{1}{2}$ m.p. has been provided 832 yards before reaching Arbroath Down distant signal, together with associated AWS track equipment.

(17)

ARBROATH - A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 20mph speed restriction on the Down line over curves through Arbroath Station 16 $\frac{1}{2}$ m.p. and 16m 1190 yards has been provided 238 yards before reaching the Down Home 1 signal, together with associated AWS track equipment. A permanent speed restriction warning indicator (General Appendix, Section 1, Page 1.21) associated with the 20mph speed restriction on the Up Line over curves through Arbroath Station 16m 1190y and 16 $\frac{1}{2}$ m.p. has been provided 1297 yards before reaching the Up Home 1 signal, together with associated AWS track equipment.

(17)

\* \* INVERKEILOR - The Down Section signal has been renewed on a straight  
 \* post, on left of drivers, 132 yards nearer the box, arm 16 feet above rail level.

(16)

BETWEEN THORNTON YARD AND WESTFIELD - Electric Token Working has been dispensed with and the Regulations for One Train Working on Single Lines Where a Train Staff is Provided, as contained in the General Appendix, apply.

The Train Staff custodian is the signalman at Thornton Yard box.

(17)



SIGNALLING AND PERMANENT WAY ALTERATIONS - ContinuedDETAILS OF WORK ALREADY CARRIED OUT - Continued

- \* \* BETWEEN GEORGEMAS JN AND WICK/THURSO - In order to facilitate  
 \* Sprinter Unit working, the following signalling alterations have been carried out :-

Georgemas Jn

The Down line has been redesignated the Up/Down platform line and the Up line has been redesignated the Up Loop.

The hydraulic spring controlled points at the Wick end of Georgemas Jn token exchange point have become ground frame operated from a 3-lever ground frame, released by Annett's key, and the normal lie of the points has been altered to be for the Up and Down platform line/single line. The associated Points set indicator, reflectorised distant board, and AWS track equipment have been removed.

Additional boards have been provided, positioned as follows :-

Reflectorised Sign worded "Stop. Obtain Token and Permission to Proceed"

- Up/Down platform line - adjacent to existing "Stop" board on Up Loop,  
(Forsinard end) on right of drivers in Up direction
- Up Loop - adjacent to existing "Stop" board on Up/Down  
(Wick end) platform line, on right of drivers in Down  
direction

Reflectorised double-sided Stopping Marker  
(4 black horizontal stripes on a rectangular white plate)

- Up/Down platform line - 57 yards from, and on the station side of, the  
Wick end of the platform, between the Up/Down  
platform line and the Up Loop

Between Georgemas Jn and Wick

A new Up direction token exchange point known as "Bower" has been brought into use, 500 yards from, and on the Wick side of, the north end points at Georgemas Jn. A new post, on right of drivers, carrying the signs detailed below has been provided :-

Reflectorised board worded "Stop. Obtain Token and Permission to Proceed"  
with a supplementary board worded "Drivers in Possession of Long Section Token  
may Proceed"

The Up reflectorised distant board for Georgemas Jn has been provided below the  
supplementary board, with associated AWS track equipment

An additional board worded "Bower" has been provided below the "Stop" board

An emergency telephone has been provided

A new Up direction reflectorised distant board for Bower has been provided, on  
left of drivers, 1050 yards before reaching Bower "Stop" board, together with  
associated AWS track equipment

Station limits boards are NOT provided for Bower. The Down direction  
section will continue to be Georgemas to Wick, and the existing "Engineering"  
token arrangements between Georgemas and Wick continue to apply

SIGNALLING AND PERMANENT WAY ALTERATIONS - ContinuedDETAILS OF WORK ALREADY CARRIED OUT - ContinuedBETWEEN GEORGEMAS JN AND WICK/THURSO - Continued

The following Up direction tokens are available :-

- |                           |   |  |
|---------------------------|---|--|
| Wick/Georgemas            | - | "Long Section"   |
| Wick/Bower                | - | "Section"  |
| Bower/Georgemas           | - | "Section"  |
| Bower/Georgemas Loop (Up) | - | "Section"  |
| Bower/Georgemas Occupied  | - | Special token to be used only in accordance<br>with Local Instructions |

Between Georgemas Jn and Thurso

Additional boards have been provided, positioned as follows :-

Supplementary board worded "Drivers in Possession of  
Long Section Token may Proceed"

- Up branch - affixed below existing Up branch "Stop" board  
at Georgemas Jn
- Down branch - affixed below existing Down branch "Stop" board  
at Georgemas Jn

The following additional tokens are available :-

- |                  |   |                |   |                                   |
|------------------|---|----------------|---|-----------------------------------|
| Thurso/Georgemas | - | "Long Section" | ) | See Local Instructions, page 102, |
| Georgemas/Thurso | - | "Long Section" | ) | for the definition of a "Long     |
|                  |   |                | ) | Section" as applying, in both     |
|                  |   |                | ) | directions, between Thurso and    |
|                  |   |                | ) | Georgemas Jn                      |

NOTE : The existing "Section" tokens between Thurso and Georgemas Jn and Georgemas Jn and  
Thurso, and the "Shunt" token at Georgemas Jn continue to be available.

(See Section D of this Notice)

(16)

BETWEEN NEWHAM LC AND LUCKER LC - The Permanent Speed Restriction of 80 mph which  
applied on the Down line between 47½ mp and 48½ mp has been raised to 100 mph.  
(See Section D of this notice)

The speed restriction warning indicator 145 yards before reaching the 80 mph speed restriction  
together with the A.W.S. permanent magnet have been removed.

(18)

ScotRail

ALB

## WEEKLY OPERATING NOTICE

No.53

SATURDAY 24 MARCH 1990  
to  
FRIDAY 30 MARCH 1990  
INCLUSIVE

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

Traincrew 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 OPERATIONS MANAGER, SCOTRAIL, extension 04-53666 using the Railway network where possible, otherwise British Telecom 041-335 2721.

J M SUMMERS  
OPERATIONS MANAGER, SCOTRAIL

GLASGOW

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

LOW FELL JN

4-aspect signal TY 141, on the Down Fast line at approximately 77m.29ch., has been repositioned 80 yards further south.

(2)

KING EDWARD BRIDGE NORTH JUNCTION

Signal G.139 on the Up Main line, and ground mounted, does not show a Green aspect due to there being insufficient clearance available for a 4-aspect head. The signal can, therefore, show a double Yellow aspect when the next signal ahead, G.146, is showing Green. This arrangement will apply only during the signalling stageworks.

(3)

LONGHIRST

The trailing crossover between the Down and Up Main lines at approximately 20m. 12chs. has been secured out of use pending renewal.

(2)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 MARCH - BETWEEN CLARKSTON AND STAMPERLAND AND GIFFNOCK - A new two aspect automatic colour light signal plated G659 and capable of displaying a red or green aspect, will be provided on the Down East Kilbride line, at the Thornliebank end of Giffnock Down platform, on left of drivers, red aspect 12' above rail level, applying to signal G657. A telephone with a black and white diagonal striped sign will be provided together with associated AWS track equipment.

A new two aspect colour light signal plated G659R and capable of displaying a yellow or green aspect, will be provided on the Down East Kilbride line, 1 mile 120 yards before reaching signal G659, on left of drivers. Associated AWS track equipment will be provided.

(3)



WON53-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 25 MARCH - BETWEEN SHIELDS JN AND CORKERHILL - A new facing connection will be provided on No.1 line immediately on the Corkerhill side of ground signal G591, secured out of use for movements from No.1 line to the Down Corkerhill line until further notice.

(3)

SUNDAY 25 MARCH - GARNQUEEN NORTH JN - A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) with a right-hand arrow, associated with the 40mph speed restriction Through Jn to Gartcosh Jn, on the Up main line, will be provided 242 yards after passing Greenfoot Up section/Garnqueen N. Jn Up distant signals, together with associated AWS track equipment.

A permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 40mph speed restriction Through Jn, on the Down branch line, will be provided 906 yards, before reaching Garnqueen North Jn Down branch home signal, together with associated AWS track equipment.

(3)

SUNDAY 25 MARCH - BETWEEN SOUTH GYLE AND DALMENY JN - A reflectorised triangular permanent speed restriction warning indicator (General Appendix, Section 1, page 1.21) associated with the 60mph speed restriction Over curves 8m760yards and 9m950yards (does NOT apply to HSTs) on the Down line will replace the existing illuminated circular warning indicator 300 yards before reaching Down line signal EY647. The existing AWS track equipment will not be affected.

Two permanent speed restriction warning indicators (General Appendix, Section 1, page 1.21) will be provided on the same post, 300 yards before reaching Down line signal EY651, together with associated AWS track equipment, one associated with the 30/40mph speed restriction (does NOT apply to HST's).

30) - Freight trains over Forth Bridge, 9m950yards and 11m450yards,

40) - Passenger trains other than DMU's over Forth Bridge, 9m950yards and 11m450yards on the Down line, and the other one associated with the 50mph maximum permissible speed (applies to HST's) between 9m950yards and 13m110yards, and also with the 50mph speed restriction DMU's over Forth Bridge, 9m950yards and 11m450yards on the Down line.

(3)

SUNDAY 25 MARCH - TYNE YARD (NORTH END)

Aspect colour light signal TY.146, located on the Up Slow line at approximately 76m. 66chs., will be repositioned 30 yards further north.

(3)

WON53-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

NEWTON WEST JN - A new trailing connection has been installed on the Down main line, 400 yards before reaching Down main signal M135, and secured out of use until further notice.

(2)

BETWEEN EAST KILBRIDE AND HAIRMYRES - Two new connections have been installed on the East Kilbride single line, one at 6m 1418 yards and one at 6m 710 yards, both secured out of use until further notice.

(2)

HAWKHEAD - The Corkerhill to Hawkhead branch single line has been sluiced in the vicinity of Hawkhead Oil Terminal GF, and the ground frame repositioned.

A new connection, facing to Down direction trains, has been provided at 5m 675 yards, from the realigned single line to Hawkhead Oil Terminal. This connection is controlled by the repositioned ground frame. The Oil Terminal end of this connection, has been secured out of use until further notice.

The portion of line at the existing ground frame connection has become part of the line within the Terminal, and the connection has become hand points.

(2)

\*\* PRESTONPANS - The facing connection Up main to Up passenger loop, at the Drem end, has now been reinstated.

(The item appearing in PON46D, Page 109, is withdrawn.)

(53)

\*\* CRAIGENTINNY T&RSD - A new staff protection system has been introduced on the \* Repair, Inspection, Maintenance and Cleaning Shed roads. The protection system introduces an elevated position light signalling system on each of the Shed roads concerned. Every movement into or out of the Shed roads concerned is under the control of an elevated position light signal. The procedures for making movements into and out of the Shed roads concerned are published on Pages 69 and 70 of Section 4 of the Sectional Appendix.

(See Section D of this Notice).

(53)