

**SCOTRAIL<sup>≠</sup>**

**NO.1**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 30 MARCH 1991**

**to**

**FRIDAY 5 APRIL 1991**

**INCLUSIVE**

# SIGNALLING RECORD SOCIETY

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

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SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

MANORS STATION - The old Down platform has been taken out of use pending demolition. A new 92 yards (84 metres) Down platform has been brought into use on the right hand side of the Down main line at the same location.

(3)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 31 MARCH - DALREOCH JN - The main line trailing crossover controlled from Dalreoch Station ground frame will be removed.

(4)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN RAVENSCRAIG AND WISHAW CENTRAL - The permanent speed restriction of 55 mph on the Up line between 87½ mp and 86½ mp has been Amended to become 55 mph between 87m 80 yards and 86½ mp, and a new speed restriction of 20 mph on the Up line between 87½ mp and 87m 80 yards has been introduced.

(See Section D of this Notice)

A permanent speed restriction warning indicator (Rule Book Appendix 2, page 2.2) associated with the above 20 mph speed restriction between 87½ mp and 87m 80 yards has been provided 300 yards before reaching Up line signal M504, together with associated AWS track equipment.

(3)

CUMBERNAULD STATION - The Up platform has been temporarily shortened by 66 yards at the Glasgow end.

The 66 yards of Up platform at the Greenhill end, previously taken out of use, have been re-instated.

The 3 car stop marker has been repositioned accordingly.

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

(2)

(PRIVATE and not for publication)

ABBREATH S.B.

BR31015

**SCOTRAIL** <sup>≠</sup>

**NO.2**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 6 APRIL 1991**

**to**

**FRIDAY 12 APRIL 1991**

**INCLUSIVE**

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 APRIL - ARROCHAR AND TARBET STATION - The Up and Down platforms will be temporarily shortened at the Glasgow end, such that 110 yards of the Up platform and 108 yards of the Down platform will remain in use.

Two four-car stop markers will be provided, one on each platform, during the period of the temporary shortening.

Staff are reminded that the requirements of Rule Book H, clause 9.2.2 apply, when necessary, for slam door stock.

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

(5)

TUESDAY 9 APRIL - AIRDRIE - The position light signal associated with Platform 1 starting signal AD47 will be removed.

(5)

FRIDAY 12 APRIL - BETWEEN BLAIRHILL AND EASTERHOUSE - Down main line signal HK45R will be repositioned 69 yards nearer Airdrie, on left of drivers, yellow aspect 11 feet above rail level, application unaltered.

(5)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

FRIDAY 12 APRIL - COMMISSIONING OF TYNESIDE SIGNAL BOX

Commencing at 06 00 hours on Friday 12th April, the area between approximately 71mp (York to Newcastle mileage) and approximately 12mp (Newcastle to Berwick mileage) to be known as Plessey, also between Blaydon (exclusive) and Park Lane Junction, will be resignalled over two weekends.

A Maximum Permissible Speed of 50 mph will be imposed for movements in the WRONG direction over the Down and Up Main lines between the crossovers at Ouston and Low Fell Junction and also between Benton Junction and Morpeth Station. See Section "D" regarding a restriction of 50 mph for right direction movements during commissioning work.

The work will be carried out over two weeks and full details of the revised signalling and track layout will be shown in SUPPLEMENTARY SIGNALLING NOTICE NO.154. All concerned should ensure that they are in receipt of a copy.

The following amendments apply to SUPPLEMENTARY SIGNALLING NOTICE NO.154:-

1. Ground Position Light Signal No.6009, located on the Down Main line at Newcastle Station end of King Edward Bridge, will be positioned on the left hand side of the line and not as shown on the drawing.
2. At the extreme left end of the drawing, Signal TY283 should read D70 and 284 should read TY284. The division between Tyneside and Tyne Yard signalling is between D70 and T281 on the Down Main line and between T282 and TY284 on the Up Main line.

(5)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN RAVENSCRAIG AND WISHAW CENTRAL - The permanent speed restriction of 55 mph on the Up line between 87½ mp and 86½ mp has been Amended to become 55 mph between 87m 80 yards and 86½ mp, and a new speed restriction of 20 mph on the Up line between 87½ mp and 87m 80 yards has been introduced.

See Section D of this Notice)

permanent speed restriction warning indicator (Rule Book Appendix 2, page 2.2) associated with the above 20 mph speed restriction between 87½ mp and 87m 80 yards has been provided 100 yards before reaching Up line signal M504, together with associated AWS track equipment.

(3)

\* CUMBERNAULD STATION - The Up platform has been temporarily shortened by 66 yards at the Glasgow end.

The 66 yards of Up platform at the Greenhill end, previously taken out of use, have been re-instated.

The 3 car stop marker has been repositioned accordingly.

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

(2)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SUNNYSIDE JN - The No.1 Gunnie branch line has been removed together with the branch trailing crossover and all associated signals. The No.2 Gunnie branch has been redesignated the Gunnie branch single line. Yard working arrangements continue to apply with only one train at a time permitted to be on the single line to and from Gunnie.

The Up main line catch points have been removed.

(3)

DALREOCH JN - The main line trailing crossover controlled from Dalreoch Station ground frame has been removed.

(4)

BETWEEN ROSYTH DOCKYARD AND INVERKEITHING SOUTH JN - The single branch line has been redesignated a goods line and Track Circuit Block working has been withdrawn.

The Regulations for One Train Working where a train staff is provided apply on the single line between the notice boards at Rosyth and Inverkeithing South Jn. Yard working arrangements apply within the Dockyard area.

Rosyth Dockyard

Rosyth Dockyard box Down branch signal has been repositioned to be 106 yards from, and on the Inverkeithing side of, the box, on left of drivers, application unaltered.

Single-sided reflectorised notice boards have been provided as under :-

Affixed to Up branch signal, facing Inverkeithing, worded as follows -

"END OF ONE TRAIN WORKING  
COMMENCEMENT OF YARD WORKING  
TELEPHONE FOR INSTRUCTIONS".

A telephone giving communication with Rosyth Dockyard box has been provided.

Affixed to Down branch signal, facing Rosyth, worded as follows :-

"END OF YARD WORKING  
COMMENCEMENT OF ONE TRAIN WORKING  
DOCKYARD LOCOMOTIVE MUST NOT PASS THIS POINT".

All connections within the Dockyard area worked from Rosyth Dockyard box have been converted to hand operation and all associated signals removed.

The existing No.2 and No.4 sidings catch points have been replaced by plain line.

The 6 lever West ground frame has been removed together with associated signal.

The West level crossing is controlled by Dockyard staff.

(Amended) (3)

WON2-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WYNORS STATION - The old Down platform has been taken out of use pending  
relocation. A new 92 yards (84 metres) Down platform has been brought into use on  
the right hand side of the Down main line at the same location.

(3)

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**SCOTRAIL** 

**NO.3**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 13 APRIL 1991  
to  
FRIDAY 19 APRIL 1991  
INCLUSIVE**

WON3-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN HAWKHEAD GF AND PAISLEY CANAL - A new passenger station, known as Hawkhead, has been opened on the single line at 5m 1740y. 2 and 4 car stop markers have been provided for both directions.

(See Section D of this Notice).

(5)

HEATON TRACTION AND ROLLING STOCK MAINTENANCE DEPOT

The points connecting the Up Sidings to the Wagon Shop Sidings have been secured out of use pending removal.

All associated signalling has been disconnected.

(5)

DETAILS OF WORK REFERRED TO IN SECTION D

MONDAY 15 APRIL - BETWEEN WARKWORTH LC AND ACKLINGTON

At 10 00 hours the permanent speed restriction of 80 mph which applies on the Up line between 30½mp and 30mp will be raised to 85 mph.

(See Section 'D' of this Notice).

(6)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

- \* \* BETWEEN RAVENSCRAIG AND WISHAW CENTRAL - The permanent speed restriction of 55 mph on the Up line between 87¼ mp and 86½ mp has been Amended to become 55 mph between 87m 80 yards and 86½ mp, and a new speed restriction of 20 mph on the Up line between 87¼ mp and 87m 80 yards has been introduced.

(See PON 2D, Page 36).

A permanent speed restriction warning indicator (Rule Book Appendix 2, page 2.2) associated with the above 20 mph speed restriction between 87¼ mp and 87m 80 yards has been provided 300 yards before reaching Up line signal M504, together with associated AWS track equipment.

(3)

- \* \* CUMBERNAULD STATION - The Up platform has been temporarily shortened by 66 yards at the Glasgow end.

The 66 yards of Up platform at the Greenhill end, previously taken out of use, have been re-instated.

The 3 car stop marker has been repositioned accordingly.

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

(3)

AIRDRIE - The position light signal associated with Platform 1 signal AD47 has been removed.

(5)

BETWEEN BLAIRHILL AND EASTERHOUSE - Down main line signal HK45R has been repositioned 69 yards nearer Airdrie, on left of drivers, yellow aspect 11 feet above rail level, application unaltered.

(5)

DALREOCH JN - The main line trailing crossover controlled from Dalreoch Station ground frame has been removed.

(4)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* SUNNYSIDE JN - The No.1 Gunnie branch line has been removed together with the branch trailing crossover and all associated signals. The No.2 Gunnie branch has been redesignated the Gunnie branch single line. Yard working arrangements continue to apply with only one train at a time permitted to be on the single line to and from Gunnie.

The Up main line catch points have been removed.

(3)

ARROCHAR AND TARBET STATION - The Up and Down platforms have been temporarily shortened at the Glasgow end, such that 110 yards of the Up platform and 108 yards of the Down platform remain in use.

Two four-car stop markers have been provided, one on each platform, during the period of the temporary shortening.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

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

(5)

- \* \* BETWEEN ROSYTH DOCKYARD AND INVERKEITHING SOUTH JN - The single branch line has been redesignated a goods line and Track Circuit Block working has been withdrawn.

The Regulations for One Train Working where a train staff is provided apply on the single line between the notice boards at Rosyth and Inverkeithing South Jn. Yard working arrangements apply within the Dockyard area.

Rosyth Dockyard

Rosyth Dockyard box Down branch signal has been repositioned to be 106 yards from, and on the Inverkeithing side of, the box, on left of drivers, application unaltered.

Single-sided reflectorised notice boards have been provided as under :-

Affixed to Up branch signal, facing Inverkeithing, worded as follows -

"END OF ONE TRAIN WORKING  
COMMENCEMENT OF YARD WORKING  
TELEPHONE FOR INSTRUCTIONS".

A telephone giving communication with Rosyth Dockyard box has been provided.



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* BETWEEN ROSYTH DOCKYARD AND INVERKEITHING SOUTH JN - continued

\*

Affixed to Down branch signal, facing Rosyth, worded as follows :-

"END OF YARD WORKING  
COMMENCEMENT OF ONE TRAIN WORKING  
DOCKYARD LOCOMOTIVE MUST NOT PASS THIS POINT".

All connections within the Dockyard area worked from Rosyth Dockyard box have been converted to hand operation and all associated signals removed.

The existing No.2 and No.4 sidings catch points have been replaced by plain line.

The 6 lever West ground frame has been removed together with associated signal.

The West level crossing is controlled by Dockyard staff.

(Amended) (3)

COMMISSIONING OF TYNESIDE SIGNAL BOX

The area between approximately 71mp (York to Newcastle mileage) and approximately 12mp (Newcastle to Berwick mileage), to be known as Plessey, also between Blaydon (exclusive) and Park Lane Junction, is being resignalled over two weekends.

A Maximum Permissible Speed of 50 mph has been imposed for movements in the WRONG direction over the Down and Up Main lines between the crossovers at Ouston and Low Fell Junction and also between Benton Junction and Morpeth Station. See Section "D" regarding a restriction of 50 mph for right direction movements during commissioning work.

The work is being carried out over two weeks and full details of the revised signalling and track layout are shown in SUPPLEMENTARY SIGNALLING NOTICE NO.154. All concerned should ensure that they are in receipt of a copy.

The following amendments apply to SUPPLEMENTARY SIGNALLING NOTICE NO.154:-

1. Ground Position Light Signal No.6009, located on the Down Main line at Newcastle Station end of King Edward Bridge, will be positioned on the left hand side of the line and not as shown on the drawing.
2. At the extreme left end of the drawing, Signal TY283 should read D70 and 284 should read TY284. The division between Tyneside and Tyne Yard signalling is between D70 and T281 on the Down Main line and between T282 and TY284 on the Up Main line.

(Amended Item) (5)

- \* \* MANORS STATION - The old Down platform has been taken out of use pending  
\* demolition. A new 92 yards (84 metres) Down platform has been brought into use on the right hand side of the Down main line at the same location.

(3)

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**SCOTRAIL** 

**NO.4**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 20 APRIL 1991**

**to**

**FRIDAY 26 APRIL 1991**

**INCLUSIVE**

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

- \* \* CUMBERNAULD STATION - The Up platform has been temporarily shortened by  
\* 66 yards at the Glasgow end.

The 66 yards of Up platform at the Greenhill end, previously taken out of use, have been re-instated.

The 3 car stop marker has been repositioned accordingly.

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

(This item applies until Saturday 20 April)

(4)

AIRDRIE - The position light signal associated with Platform 1 signal AD47 has been removed.

(5)

- \* \* DALREOCH JN - The main line trailing crossover controlled from Dalreoch Station  
\* ground frame has been removed.

(4)

ARROCHAR AND TARBET STATION - The Up and Down platforms have been temporarily shortened at the Glasgow end, such that 110 yards of the Up platform and 108 yards of the Down platform remain in use.

Two four-car stop markers have been provided, one on each platform, during the period of the temporary shortening.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

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

(5)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCOMMISSIONING OF TYNESIDE SIGNAL BOX

The area between approximately 71mp (York to Newcastle mileage) and approximately 12mp (Newcastle to Berwick mileage), to be known as Plessey, also between Blaydon (exclusive) and Park Lane Junction, is being resignalled over two weekends.

A Maximum Permissible Speed of 50 mph has been imposed for movements in the WRONG direction over the Down and Up Main lines between the crossovers at Ouston and Low Fell Junction and also between Benton Junction and Morpeth Station. See Section "D" regarding a restriction of 50 mph for right direction movements during commissioning work.

The work is being carried out over two weeks and full details of the revised signalling and track layout are shown in SUPPLEMENTARY SIGNALLING NOTICE NO.154. All concerned should ensure that they are in receipt of a copy.

The following amendments apply to SUPPLEMENTARY SIGNALLING NOTICE NO.154:-

1. Ground Position Light Signal No.6009, located on the Down Main line at Newcastle Station end of King Edward Bridge, will be positioned on the left hand side of the line and not as shown on the drawing.
2. At the extreme left end of the drawing, Signal TY283 should read D70 and 284 should read TY284. The division between Tyneside and Tyne Yard signalling is between D70 and T281 on the Down Main line and between T282 and TY284 on the Up Main line.

(Amended Item) (5)

HEATON TRACTION AND ROLLING STOCK MAINTENANCE DEPOT

The points connecting the Up Sidings to the Wagon Shop Sidings have been secured out of use pending removal.

All associated signalling has been disconnected.

(5)

BETWEEN WARKWORTH LC AND ACKLINGTON - The permanent speed restriction of 80 mph which applies on the Up line between 30½mp and 30mp has been raised to 85 mph.

(See Section 'D' of this Notice).

(6)

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SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN BLAIRHILL AND EASTERHOUSE - Down main line signal HK45R has been repositioned 16 yards nearer Airdrie, on left of drivers, yellow aspect 11 feet above rail level, application unaltered.

(Amended item) (5)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 20 APRIL - CUMBERNAULD STATION - A portion of the 66 yards of Up platform at the Glasgow end previously taken out of use, will be re-instated.

The Up platform will, as a result, become permanently shortened by 25 yards to be 114 yards in total length.

The temporary 3 car stop marker will be removed.

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

(7)

SUNDAY 21 APRIL - BETWEEN CLACHNAHARRY AND BUNCHREW LC

A permanent speed restriction warning indicator (Rule Book Appendix 2, Page 2.2), associated with the 10mph speed restriction between 1m 1100 yards and 1m 990 yards on the Up single line will be provided 850 yards before reaching the speed indicator, together with associated A.W.S. track equipment.

(7)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HAWKHEAD GF AND PAISLEY CANAL - A new passenger station, known as Hawkhead, has been opened on the single line at 5m 1740y. 2 and 4 car stop markers have been provided for both directions.

(See Section D of this Notice).

(5)

**SCOTRAIL** 

**NO.5**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 27 APRIL 1991**

**to**

**FRIDAY 3 MAY 1991**

**INCLUSIVE**





WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### SLATEFORD

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 00 01 hours on Sunday 26 May, 1991 and must be regarded as being ALIVE at all times.

Location	Lines Affected	at or between
Slateford	Connecting line between Up Midcalder line and Up sidings	Existing live equipment at Structure No. GE/40/20 and Structure No. GE/40/30.

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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/4/91) (27/4/91)



WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### NORTH BERWICK BRANCH

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 00 01 hours on Sunday 19 May, 1991 and must be regarded as being ALIVE at all times.

Location	Lines Affected	at or between
Between Drem Jn and North Berwick	North Berwick branch single line	Existing live equipment at Structure No. E/603/15 (Drem Jn) and Structure No. EZ/06/12 (North Berwick Station).

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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/3/91) (20/4/91)



WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### A.C. ELECTRIFIED LINES

#### EAST COAST MAIN LINE ELECTRIFICATION

#### STANNINGTON TO MANORS (INCLUSIVE)

The overhead line equipment has been extended Southwards from Stannington (13m 21chs) to Manors Station inclusive (0m 38chs) and including Heaton Carriage Depot.

FROM 00 01 HOURS ON MONDAY 6th MAY, 1991 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation will be :-

From the existing electrified lines at Stannington 13m 61chs

Structure No. E/454/15 Down Main Line  
E/454/16 Up Main Line

to 0m 38chs at Manors Station :-

Structure No. E/433/05 Down Main Line  
E/433/07 Up Main Line  
E/433/06 Up and Down Slow

The Working Instructions for A.C. Electrified Lines (BR 29987) Apply.

(20/4/91)



WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### CRAIGENTINNY TRACTION AND ROLLING STOCK DEPOT

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 00 01 hours on Sunday 28 April, 1991 and must be regarded as being ALIVE at all times.

Location	Lines Affected	at or between
Craigentenny T&RSD	East Depot Line Washer Line No.1 Reception/Departure No.2 Reception/Departure No.3 Departure No.4 Departure Repair Shed By-pass Road Repair Shed Road at Portobello end (excluding Repair Shed) Inspection Shed Road Maintenance Shed Roads Nos. 1 and 2 Carriage Cleaning Shed Road Nos.1-4 Sidings Nos.10-14 Sidings Nos.16-21 Headshunt Nos.1-3	Existing live equipment at structure E/628/15 (East Depot Line) and structure E/629/11 (connection to Down Berwick) and all connections to and from the lines listed.

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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/2/91) (30/3/91)



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 APRIL - BETWEEN STENTON GSP AND LONGNIDDRY - The Permanent Speed Restriction of 110mph on the Down line, Over curves, 21m 1440 yards and 18m 300 yards will be Amended to be Over curves, 21m 1440 yards and 20m 460 yards.

The Permanent Speed Restriction of 110mph on the Up line, Over curves, 18m 300 yards and 21m 200 yards will be Amended to be Between 20m 460 yards and 21m 200 yards.

The Permanent Speed Restriction of 100mph between 18m 300 yards and 17m 900 yards on the Up and Down lines will be Amended to become 115mph.

The Permanent Speed Restriction of 110mph on the Up and Down lines Over curves, 17m 900 yards and 16m 560 yards will No Longer Apply.

(See Section D of this Notice).

(8)

DETAILS OF WORK ALREADY CARRIED OUT

- \* \* BETWEEN HAWKHEAD GF AND PAISLEY CANAL - A new passenger station, known as  
 \* Hawkhead, has been opened on the single line at 5m 1740y. 2 and 4 car stop markers have been provided for both directions.

(See Section D of this Notice).

(5)

CUMBERNAULD STATION - A portion of the 66 yards of Up platform at the Glasgow end previously taken out of use, has been re-instated.

The Up platform has, as a result, been permanently shortened by 25 yards to be 114 yards in total length.

The temporary 3 car stop marker has been removed.

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

(7)



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

- \* \* AIRDRIE - The position light signal associated with Platform 1 signal AD47 has been removed. (5)
- \* \* BETWEEN BLAIRHILL AND EASTERHOUSE - Down main line signal HK45R has been repositioned 16 yards nearer Airdrie, on left of drivers, yellow aspect 11 feet above rail level, application unaltered. (Amended item) (5)
- \* \* ARROCHAR AND TARBET STATION - The Up and Down platforms have been temporarily shortened at the Glasgow end, such that 110 yards of the Up platform and 108 yards of the Down platform remain in use.
- Two four-car stop markers have been provided, one on each platform, during the period of the temporary shortening.
- Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.
- Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at these platforms. (5)

BETWEEN CLACHNAHARRY AND BUNCHREW LC - A permanent speed restriction warning indicator (Rule Book Appendix 2, Page 2.2), associated with the 10mph speed restriction between 1m 1100 yards and 1m 990 yards on the Up single line has been provided 850 yards before reaching the speed indicator, together with associated A.W.S. track equipment. (7)

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

- \* \* COMMISSIONING OF TYNESIDE SIGNAL BOX
- \* The area between approximately 71mp (York to Newcastle mileage) and approximately 12mp (Newcastle to Berwick mileage), to be known as Plessey, also between Blaydon (exclusive) and Park Lane Junction, has been resignalled.
- A Maximum Permissible Speed of 50 mph has been imposed for movements in the WRONG direction over the Down and Up Main Lines between the crossovers at Ouston and Low Fell Junction and also between Benton Junction and Morpeth Station.
- Full details of the revised signalling and track layout are shown in SUPPLEMENTARY SIGNALLING NOTICE NO.154. All concerned should ensure that they are in receipt of a copy.
- The following amendments apply to SUPPLEMENTARY SIGNALLING NOTICE NO.154:-
1. Ground Position Light Signal No.6009, located on the Down Main line at Newcastle Station end of King Edward Bridge, has been positioned on the left hand side of the line and not as shown on the drawing.
  2. At the extreme left end of the drawing, Signal TY283 should read D70 and 284 should read TY284. The division between Tyneside and Tyne Yard signalling is between D70 and T281 on the Down Main line and between T282 and TY284 on the Up Main line.
- (Amended Item) (5)
- \* \* HEATON TRACTION AND ROLLING STOCK MAINTENANCE DEPOT
- \* The points connecting the Up Sidings to the Wagon Shop Sidings have been secured out of use pending removal.
- All associated signalling has been disconnected. (5)

BETWEEN WARKWORTH LC AND ACKLINGTON - The permanent speed restriction of 80 mph which applies on the Up line between 30 $\frac{1}{2}$ mp and 30mp has been raised to 85 mph. (6)

(See Section 'D' of this Notice).

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**SCOTRAIL** 

**NO.6**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 4 MAY 1991**

**to**

**FRIDAY 10 MAY 1991**

**INCLUSIVE**





WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### SLATEFORD

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 00 01 hours on Sunday 26 May, 1991 and must be regarded as being ALIVE at all times.

Location	Lines Affected	at or between
Slateford	Connecting line between Up Midcalder line and Up sidings	Existing live equipment at Structure No. GE/40/20 and Structure No. GE/40/30.

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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/4/91) (27/4/91)



WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### A.C. ELECTRIFIED LINES

#### EAST COAST MAIN LINE ELECTRIFICATION

#### STANNINGTON TO MANORS (INCLUSIVE)

The overhead line equipment has been extended Southwards from Stannington (13m 21chs) to Manors Station inclusive (0m 38chs) and including Heaton Carriage Depot.

FROM 00 01 HOURS ON MONDAY 6th MAY, 1991 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation will be :-

From the existing electrified lines at Stannington 13m 61chs

Structure No. E/454/15 Down Main Line  
E/454/16 Up Main Line

to 0m 38chs at Manors Station :-

Structure No. E/433/05 Down Main Line  
E/433/07 Up Main Line  
E/433/06 Up and Down Slow

The Working Instructions for A.C. Electrified Lines (BR 29987) Apply.

(20/4/91)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

LONGANNET - West Arrival ground position light signal No. 9 has been reinstated, application West Arrival line to North Hopper line or South Hopper line, together with the facing connection West Arrival line to South Hopper line, previously secured out of use. The facing connection South Hopper line to North Hopper line has been reinstated for movements to the North Hopper line and ground position light signal No.11 application is now East Arrival line to North Hopper line or South Hopper line.

The One Train Working Regulations on Single Lines where a Train Staff is provided, between Longannet and Kincardine, also apply on the West Arrival line as far as ground position light signal No. 9.

(8)

BETWEEN THORNTON YARD AND WESTFIELD - The single line has been severed at a point immediately on the Westfield side of the 29<sup>th</sup> mile post and the branch line between the point of severance and Westfield put out of use.

A new single line branch alignment has been brought into use between the point of severance and Westfield, to the north of the existing line, with the existing sidings at Westfield sluiced at the Thornton Yard end and connected into the new alignment by means of two hand points, facing to trains proceeding to Westfield.

The Regulations for One Train Working on Single Lines where a Train Staff is provided apply on the new single line between Thornton Yard and Westfield (notice board).

A double-sided notice board has been provided on the new single line, 440 yards on the Thornton Yard side of the first set of hand points at Westfield, worded as follows :-

Facing Thornton Yard : - "END OF ONE TRAIN WORKING  
 (on left of drivers)      COMMENCEMENT OF YARD WORKING"

Facing Westfield : - "END OF YARD WORKING  
 (on right of drivers)      COMMENCEMENT OF ONE TRAIN WORKING"

A reflectorised distant board has been provided 366 yards on the Thornton Yard side of the notice board, on the left of drivers of trains proceeding to Westfield.

The existing elevated, double-sided position light shunting signals at Westfield rapid loading siding have been put out of use.

(8)



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

SUNDAY 5 MAY - NEWTON - The Down main line will be slewed between 95 mp and 95m 440 yards to a new alignment 6 yards further from the Up main line.

As a result, Down main signal, M171, will be relocated relative to the slew, at the same mileage, application unaltered.

(9)

SUNDAY 5 MAY - BETWEEN DUMFRIES SOUTH AND HOLYWOOD LC - The permanent speed restriction of 45 mph Over curve, 92m 700 yards and 92 mp will be Amended on the Up line only to become 30 mph.

(See Section D of this Notice)

(9)

SUNDAY 5 MAY - HAYMARKET - No.2 Group Sidings will be secured out of use pending removal, and all associated signal routes disconnected.

Ground position light sidings exit signal, EH913, will be removed.

(9)

SUNDAY 5 MAY - BETWEEN RESTON GSP AND GRANTSHOUSE - The permanent speed restriction of 85 mph on the Up and Down main lines Over curves, 44m 1410 yards and 42m 910 yards will be Amended to become 90 mph on the Up and Down main lines between 44m 1410 yards and 43m 660 yards, and 85 mph on the Up and Down main lines between 43m 660 yards and 42m 910 yards.

(See Section D of this Notice)

(9)

SUNDAY 5 MAY - BETWEEN DUNBAR AND STENTON GSP - The permanent speed restrictions on the Up and Down main lines of 100 mph Over curves, 28m 780 yards and 27m 1540 yards and 110 mph Over curves, 27m 1540 yards and 26m 1480 yards will be Amended to become 110 mph on the Up and Down main lines Over curves, 28m 780 yards and 26m 1480 yards.

(See Section D of this Notice)

(9)

SUNDAY 5 MAY - BETWEEN CRAIGENTINNY AND ABBEYHILL JN - The permanent speed restriction of 80 mph Over curve, 1m 900 yards and 1m 120 yards on the Up and Down main lines will be Amended to become 85 mph.

(See Section D of this Notice)

(9)

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

CUMBERNAULD STATION - A portion of the 66 yards of Up platform at the Glasgow end previously taken out of use, has been re-instated.

The Up platform has, as a result, been permanently shortened by 25 yards to be 114 yards in total length.

The temporary 3 car stop marker has been removed.

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

(7)

BETWEEN STENTON GSP AND LONGNIDDRY - The Permanent Speed Restriction of 110mph on the Down line, Over curves, 21m 1440 yards and 18m 300 yards has been Amended to be Over curves, 21m 1440 yards and 20m 460 yards.

The Permanent Speed Restriction of 110mph on the Up line, Over curves, 18m 300 yards and 21m 200 yards has been Amended to be between 20m 460 yards and 21m 200 yards.

The Permanent Speed Restriction of 100mph between 18m 300 yards and 17m 900 yards on the Up and Down lines has been Amended to become 115mph.

The Permanent Speed Restriction of 110mph on the Up and Down lines Over curves, 17m 900 yards and 16m 560 yards No Longer Applies.

(See Section D of this Notice).

(8)

BETWEEN CLACHNAHARRY AND BUNCHREW LC - A permanent speed restriction warning indicator (Rule Book Appendix 2, Page 2.2), associated with the 10mph speed restriction between 1m 1100 yards and 1m 990 yards on the Up single line has been provided 850 yards before reaching the speed indicator, together with associated A.W.S. track equipment.

(7)

\* \* BETWEEN WARKWORTH LC AND ACKLINGTON - The permanent speed restriction of \* 80 mph which applies on the Up line between 30 $\frac{1}{2}$ mp and 30mp has been raised to 85 mph.

(See Section 'D' of this Notice).

(6)

=====

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 38 MOSSEND YARDPD Stirling SidingsAmend instructions under this heading to read :-

Before entering the sidings, the guard must obtain an assurance from the firm's representative that shunting operations using the road vehicle have ceased and the road vehicle has been set aside clear of the sidings.

During loading/discharging of rail vehicles with dangerous goods (as laid down in Working Manual for Rail Staff, Part 3) in No.1 siding or the headshunt, a designated member of the firm's staff is responsible for providing protection to the rail vehicles as under :-

No.1 siding - by clipping and padlocking the hand points giving access to No.1 siding in such a position as to prevent rail movements entering the siding.

Headshunt - by placing a stop block, secured by padlock, across the rails at least 50 feet clear of loading/discharging operations and arranging for a red flag or lamp to be positioned at the stop block.

In each case, the designated member of the firm's staff is also responsible for placing a red flag, disc or lamp on the vehicle nearest the entrance to the siding or headshunt, as appropriate. After loading/discharging operations are complete, the designated member of the firm's staff is responsible for removing the red flag, disc or lamp and unclipping the points or removing the stop block, as appropriate, before giving the "Certificate of Readiness" to the guard.

(27/4/91)

Page 39 LARBERTAdd :-

ICI Sidings - Before entering the sidings, the guard must obtain an assurance from the firm's representative that shunting operations using the road vehicle have ceased and the road vehicle has been set aside clear of the sidings.

(27/4/91)



WON6-D29

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 44

HAYMARKET

Delete :-

Haymarket Coal Concentration Depot - Hopper Discharge Plant and associated instructions.

(5/5/91)

Page 51

GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL (GOODS LINES)

FOULDUBS JN

Add as first paragraph :-

Oil trains working from Fouldubs Jn to the BP Oil terminal may be stopped specially at Fouldubs Jn signal box for the purpose of uplifting specially modified tail lamps for use within the terminal. These tail lamps must be handed to the chargeman on arrival at Grangemouth.

(29/4/91)

Page 52

BP OIL TERMINAL

Amend final paragraph to read :-

Tail lamps must not be taken into the sidings. Guards working trains ingoing to the sidings must remove and extinguish the tail lamp, hand it to the chargeman at the level crossing and thereafter rejoin the train. Guards working trains from the sidings must, before departure, obtain from the chargeman one of the specially modified tail lamps for attachment to the train. Each departing train will be stopped specially at Fouldubs Jn signal box to allow the signalman to replace the specially modified tail lamp with a standard electric tail lamp.

The provisions of the Working Manual, Section 3, C4.3, clause 4.3.1(a) are exempt in respect of the specially modified tail lamps which are intrinsically safe for use at this location.

(29/4/91)

Page 59

GLEN DOUGLAS NATO DEPOT

Add As first paragraph :-

The terminal must only be serviced in the hours of daylight.

(20/4/91)

WON6-D30

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Page 75

LEITH SOUTH

Leith Freight Terminal

Add final paragraph :-

The authority to use a road vehicle to shunt rail vehicles does not apply to any rail vehicle carrying dangerous goods as defined in the Working Manual, Section 3.

(27/4/91)

Add :-

SAI Ltd private sidings - Before entering the sidings, the guard must obtain an assurance from the firm's representative that shunting operations using the road vehicle have ceased and the road vehicle has been set aside clear of the sidings.

(27/4/91)

Page 89

Delete :- WESTFIELD and associated instructions.

Add :-

WESTFIELD OPENCAST RAPID LOADING SIDING

The loading of trains at Westfield will be undertaken from a concrete loading pad by mechanical shovel tractors and up to six wagons at a time can be accommodated during loading.

Radio equipment supplied by British Coal will be used to control movement of trains during loading and drivers of trains arriving at Westfield will require to enter the Loading Line and stop at the loading pad where a radio handset will be obtained from the Crouch Mining Operator who will be responsible for all aspects of train loading and movements on behalf of British Coal. A radio handset will also be provided to the trainman (guard).

The driver will require to make an initial test transmission with the Crouch Mining Operator at the loading pad which must be preceded by the words "British Rail Driver to Crouch Mining Operator" and which will be acknowledged. Strict Radio Discipline Must Be Maintained.

Trains will then run forward on the Loading Line and drivers will be requested to stop by the Crouch Mining Operator when the last six wagons are in position on the loading pad. The locomotive will then be uncoupled and run round utilising the BR single line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 89 - Add - continuedWESTFIELD OPENCASST RAPID LOADING SIDING - continued

Movement of the train over the loading pad will require the Crouch Mining Operator to instruct the driver to STOP or START as required and will not require to be acknowledged by the driver.

The Crouch Mining Operator will advise the driver when movement may commence from the loading pad.

The radio system transmits a constant bleep tone every few seconds between voice transmissions and is an indication that the system is functioning. Should it become apparent that the radio equipment has ceased to function and cannot be restored, conventional communications between guard and driver must be observed for movement of the train.

On completion of loading, the Crouch Mining Operator will advise the driver to draw forward over the weighbridge for gross weighing and when this has been satisfactorily concluded, the driver must ensure the radio handsets are deposited in the lockfast box provided at the lineside approximately 400 metres on the Thornton side of the weighbridge, the key attached to the radio handset being used to gain access to the box, the door of which must then be pushed to close and will self lock. The radio handsets will be retrieved by Crouch Mining after departure of each train.

(29/4/91)

Page 89 KINCARDINE POWER STATION TO CHARLESTOWN JN. (GOODS LINE)  
LONGANNET

(Refer PON 2D, Page 83)

One Train Working RegulationsAmend first sentence to read :-

The One Train Working Regulations on Single lines where a Train Staff is provided, between Longannet and Kincardine, also apply on the West Arrival line.

(29/4/91)

Layout and signalling arrangements - Generating station.Page 90. Add to list of spring points :-

South Hopper approach line, trailing end of facing connection from West Arrival line, normal lie for East Arrival line.

(29/4/91)

Modifications particular to Merry-go-round coal trains between  
Seafield/Westfield and Longannet Power StationDelete reference in heading and instruction to "Seafield".

(29/4/91)



**SCOTRAIL** 

**NO.7**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 11 MAY 1991**

**to**

**FRIDAY 17 MAY 1991**

**INCLUSIVE**

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

NEWCASTLE STATION - 4-aspect colour light signal T.492, located at the west end of Platform 4, has been moved 15 yards further east.

(9)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 MAY - NEWTON - The Up main line will be slewed between 95m 440 yards and 95 mp to a new alignment 6 yards nearer the previously realigned Down main line.

(10)

MONDAY 13 MAY - DUNBAR - The Limit of Shunt indicator on the Down Berwick line will be replaced, at the same location, by a ground position light signal displaying two horizontal red aspects.

(10)

DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - The Down main line has been slewed between 95 mp and 95m 440 yards to a new alignment 6 yards further from the Up main line.

Down main signal, M171, has been relocated relative to the slew, at the same mileage, application unaltered.

(9)

BETWEEN DUMFRIES SOUTH AND HOLYWOOD LC - The permanent speed restriction of 45 mph Over curve, 92m 700 yards and 92 mp has been Amended on the Up line only to become 30 mph.

(See Section D of this Notice)

(9)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* CUMBERNAULD STATION - A portion of the 66 yards of Up platform at the Glasgow end previously taken out of use, has been re-instated.

The Up platform has, as a result, been permanently shortened by 25 yards to be 114 yards in total length.

The temporary 3 car stop marker has been removed.

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

(7)

HAYMARKET - No.2 Group Sidings have been secured out of use pending removal, and all associated signal routes disconnected.

Ground position light sidings exit signal, EH913, has been removed.

(8)

BETWEEN RESTON GSP AND GRANTSHOUSE - The permanent speed restriction of 85 mph on the Up and Down main lines Over curves, 44m 1410 yards and 42m 910 yards has been Amended to become 90 mph on the Up and Down main lines between 44m 1410 yards and 43m 660 yards, and 85 mph on the Up and Down main lines between 43m 660 yards and 42m 910 yards.

(See Section D of this Notice)

(8)

BETWEEN DUNBAR AND STENTON GSP - The permanent speed restrictions on the Up and Down main lines of 100 mph Over curves, 28m 780 yards and 27m 1540 yards and 110 mph Over curves, 27m 1540 yards and 26m 1480 yards have been Amended to become 110 mph on the Up and Down main lines Over curves, 28m 780 yards and 26m 1480 yards.

(See Section D of this Notice)

(8)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN STENTON GSP AND LONGNIDDRY - The Permanent Speed Restriction of 110mph on the Down line, Over curves, 21m 1440 yards and 18m 300 yards has been Amended to be Over curves, 21m 1440 yards and 20m 460 yards.

The Permanent Speed Restriction of 110mph on the Up line, Over curves, 18m 300 yards and 21m 200 yards has been Amended to be between 20m 460 yards and 21m 200 yards.

The Permanent Speed Restriction of 100mph between 18m 300 yards and 17m 900 yards on the Up and Down lines has been Amended to become 115mph.

The Permanent Speed Restriction of 110mph on the Up and Down lines Over curves, 17m 900 yards and 16m 560 yards No Longer Applies.

(8)

(See Section D of this Notice).

BETWEEN CRAIGENTINNY AND ABBEYHILL JN - The permanent speed restriction of 80 mph Over curve, 1m 900 yards and 1m 120 yards on the Up and Down main lines has been Amended to become 85 mph.

(9)

(See Section D of this Notice)

LONGANNET - West Arrival ground position light signal No. 9 has been reinstated, application West Arrival line to North Hopper line or South Hopper line, together with the facing connection West Arrival line to South Hopper line, previously secured out of use. The facing connection South Hopper line to North Hopper line has been reinstated for movements to the North Hopper line and ground position light signal No.11 application is now East Arrival line to North Hopper line or South Hopper line.

The One Train Working Regulations on Single Lines where a Train Staff is provided, between Longannet and Kincardine, also apply on the West Arrival line as far as ground position light signal No. 9.

(8)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

F

BETWEEN THORNTON YARD AND WESTFIELD - The single line has been severed at a point immediately on the Westfield side of the 29 $\frac{1}{2}$  mile post and the branch line between the point of severance and Westfield put out of use.

A new single line branch alignment has been brought into use between the point of severance and Westfield, to the north of the existing line, with the existing sidings at Westfield slued at the Thornton Yard end and connected into the new alignment by means of two hand points, facing to trains proceeding to Westfield.

The Regulations for One Train Working on Single Lines where a Train Staff is provided apply on the new single line between Thornton Yard and Westfield (notice board).

A double-sided notice board has been provided on the new single line, 440 yards on the Thornton Yard side of the first set of hand points at Westfield, worded as follows :-

Facing Thornton Yard : - "END OF ONE TRAIN WORKING  
(on left of drivers)      COMMENCEMENT OF YARD WORKING"

Facing Westfield : - "END OF YARD WORKING  
(on right of drivers)      COMMENCEMENT OF ONE TRAIN WORKING"

A reflectorised distant board has been provided 366 yards on the Thornton Yard side of the notice board, on the left of drivers of trains proceeding to Westfield.

The existing elevated, double-sided position light shunting signals at Westfield rapid loading siding have been put out of use.

(8)

\* \* BETWEEN CLACHNAHARRY AND BUNCHREW LC - A permanent speed restriction warning indicator (Rule Book Appendix 2, Page 2.2), associated with the 10mph speed restriction between 1m 1100 yards and 1m 990 yards on the Up single line has been provided 850 yards before reaching the speed indicator, together with associated A.W.S. track equipment.

(7)

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**SCOTRAIL** 

**NO.8**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 18 MAY 1991**

**to**

**FRIDAY 24 MAY 1991**

**INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

\*\* NEWTON - The item published in WON 7 concerning the Up main line has been  
\* CANCELLED.

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 19 MAY - NEW CUMNOCK - The Up Goods loop, previously secured out of use, will be reinstated, together with all associated signal routes.

(11)

SUNDAY 19 MAY - PRESTON P.S.B

The Temporary Stop Blocks, previously provided on the Shunting Line at 112 yards and 348 yards on the Preston Station side of the signal box and on the Down Siding at 178 yards on the Preston Station side of the signal box will be taken away.

The line between the Stop Blocks, previously taken out of use, will be re-instated, together with the connection from the Shunting Line to the Siding.

The position light ground shunting signal (PN.138) which was temporarily re-positioned on the left hand side of the line will be put back in its original position on the right hand side of the Shunting Line, 238 yards on the Preston Station side of the signal box.

The following signal routes will be brought back into use :-

SIGNAL PN.138 - SIDINGS  
SHUNTING LINE

SIGNAL PN.143 - SHUNTING LINE

SIGNAL PN.153 - SHUNTING LINE

(11)

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

NEWTON - The Down main line has been slewed between 95 mp and 95m 440 yards to a new alignment 6 yards further from the Up main line.

Down main signal, M171, has been relocated relative to the slew, at the same mileage, application unaltered.

(9)

BETWEEN DUMFRIES SOUTH AND HOLYWOOD LC - The permanent speed restriction of 45 mph Over curve, 92m 700 yards and 92 mp has been Amended on the Up line only to become 30 mph.

(See Section D of this Notice)

(9)

HAYMARKET - No.2 Group Sidings have been secured out of use pending removal, and all associated signal routes disconnected.

Ground position light sidings exit signal, EH913, has been removed.

(9)

BETWEEN RESTON GSP AND GRANTSHOUSE - The permanent speed restriction of 85 mph on the Up and Down main lines Over curves, 44m 1410 yards and 42m 910 yards has been Amended to become 90 mph on the Up and Down main lines between 44m 1410 yards and 43m 660 yards, and 85 mph on the Up and Down main lines between 43m 660 yards and 42m 910 yards.

(See Section D of this Notice)

(9)

DUNBAR - The Limit of Shunt indicator on the Down Berwick line has been replaced, at the same location, by a ground position light signal displaying two horizontal red aspects.

(10)

BETWEEN DUNBAR AND STENTON GSP - The permanent speed restrictions on the Up and Down main lines of 100 mph Over curves, 28m 780 yards and 27m 1540 yards and 110 mph Over curves, 27m 1540 yards and 26m 1480 yards have been Amended to become 110 mph on the Up and Down main lines Over curves, 28m 780 yards and 26m 1480 yards.

(See Section D of this Notice)

(9)



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

- \* \* BETWEEN STENTON GSP AND LONGNIDDRY - The Permanent Speed Restriction of 110mph on the Down line, Over curves, 21m 1440 yards and 18m 300 yards has been Amended to be Over curves, 21m 1440 yards and 20m 460 yards.

The Permanent Speed Restriction of 110mph on the Up line, Over curves, 18m 300 yards and 21m 200 yards has been Amended to be between 20m 460 yards and 21m 200 yards.

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The Permanent Speed Restriction of 110mph on the Up and Down lines Over curves, 17m 900 yards and 16m 560 yards No Longer Applies.

(See Section D of this Notice).

(8)

BETWEEN CRAIGENTINNY AND ABBEYHILL JN - The permanent speed restriction of 80 mph Over curve, 1m 900 yards and 1m 120 yards on the Up and Down main lines has been Amended to become 85 mph.

(See Section D of this Notice)

(9)

- \* \* LONGANNET - West Arrival ground position light signal No. 9 has been reinstated, application West Arrival line to North Hopper line or South Hopper line, together with the facing connection West Arrival line to South Hopper line, previously secured out of use. The facing connection South Hopper line to North Hopper line has been reinstated for movements to the North Hopper line and ground position light signal No.11 application is now East Arrival line to North Hopper line or South Hopper line.

The One Train Working Regulations on Single Lines where a Train Staff is provided, between Longannet and Kincardine, also apply on the West Arrival line as far as ground position light signal No. 9.

(8)

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

- \* \* BETWEEN THORNTON YARD AND WESTFIELD - The single line has been severed at a point immediately on the Westfield side of the 29 $\frac{1}{2}$  mile post and the branch line between the point of severance and Westfield put out of use.

A new single line branch alignment has been brought into use between the point of severance and Westfield, to the north of the existing line, with the existing sidings at Westfield sluiced at the Thornton Yard end and connected into the new alignment by means of two hand points, facing to trains proceeding to Westfield.

The Regulations for One Train Working on Single Lines where a Train Staff is provided apply on the new single line between Thornton Yard and Westfield (notice board).

A double-sided notice board has been provided on the new single line, 440 yards on the Thornton Yard side of the first set of hand points at Westfield, worded as follows :-

Facing Thornton Yard : - "END OF ONE TRAIN WORKING  
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Facing Westfield : - "END OF YARD WORKING  
(on right of drivers) COMMENCEMENT OF ONE TRAIN WORKING"

A reflectorised distant board has been provided 366 yards on the Thornton Yard side of the notice board, on the left of drivers of trains proceeding to Westfield.

The existing elevated, double-sided position light shunting signals at Westfield rapid loading siding have been put out of use.

(8)

NEWCASTLE STATION - 4-aspect colour light signal T.492, located at the west end of Platform 4, has been moved 15 yards further east.

(9)

=====

**SCOTRAIL** 

**NO.9**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 25 MAY 1991**

**to**

**FRIDAY 31 MAY 1991**

**INCLUSIVE**





**WARNING**



**WARNING**



## A.C. ELECTRIFICATION

### A.C. ELECTRIFIED LINES EAST COAST MAIN LINE ELECTRIFICATION NORTHALLERTON TO MANORS

(INCLUDING KING EDWARD AND HIGH LEVEL BRIDGES AT NEWCASTLE)

The overhead line equipment has been extended Northwards from the existing energised equipment at Northallerton (31 miles 39 chains) to existing energised equipment at Manors Station (0 miles 38 chains), including Tyne Marshalling Yard, King Edward Bridge, High Level Bridge and Darlington and Newcastle Stations.

FROM 00 01 HOURS ON MONDAY 27TH MAY, 1991 ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS WILL BE ENERGISED AT 25,000 VOLTS AND MUST THEREAFTER BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation will be :-

From the existing electrified lines at Northallerton (31 miles 39 chains)

Structure No : E/354/01 Down Main Line  
E/354/02 Up Main Line

to the existing electrified lines at Manors Station (0 miles 38 chains) :-

Structure No : E/433/05 Down Main Line  
E/433/07 Up Main Line  
E/433/06 Up and Down Slow

The Working Instructions for A.C. Electrified Lines (B.R. 29987) apply.

THIS LINK UP NOW ENERGISES THE  
ECML ROUTE THROUGHOUT

(25/5/91)

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### NORTH BERWICK BRANCH

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.

<u>Location</u>	<u>Lines Affected</u>	<u>at or between</u>
Between Drem Jn and North Berwick	North Berwick branch single line	Existing live equipment at Structure No. E/603/15 (Drem Jn) and Structure No. EZ/06/12 (North Berwick Station).

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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/3/91) (20/4/91)



WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### SLATEFORD

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 00 01 hours on Sunday 26 May, 1991 and must be regarded as being ALIVE at all times.

<u>Location</u>	<u>Lines Affected</u>	<u>at or between</u>
Slateford	Connecting line between Up Midcalder line and Up sidings	Existing live equipment at Structure No. GE/40/20 and Structure No. GE/40/30.

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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/4/91) (27/4/91)



WARNING



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### A.C. ELECTRIFIED LINES

#### EAST COAST MAIN LINE ELECTRIFICATION

#### STANNINGTON TO MANORS (INCLUSIVE)

The overhead line equipment has been extended Southwards from Stannington (13m 21chs) to Manors Station inclusive (0m 38chs) and including Heaton Carriage Depot.

ALL OVERHEAD LINE EQUIPMENT BETWEEN THE ABOVE POINTS HAS BEEN ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS ALIVE AT ALL TIMES.

The limits of energisation are :-

From the existing electrified lines at Stannington 13m 61chs

Structure No. E/454/15 Down Main Line  
E/454/16 Up Main Line

to 0m 38chs at Manors Station :-

Structure No. E/433/05 Down Main Line  
E/433/07 Up Main Line  
E/433/06 Up and Down Slow

The Working Instructions for A.C. Electrified Lines (BR 29987) Apply.

(20/4/91)





**WARNING**



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### CRAIGENTINNY TRACTION AND ROLLING STOCK DEPOT

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
Craigentenny T&RSD	East Depot Line Washer Line No.1 Reception/Departure No.2 Reception/Departure No.3 Departure No.4 Departure Repair Shed By-pass Road Repair Shed Road at Portobello end (excluding Repair Shed) Inspection Shed Road Maintenance Shed Roads Nos. 1 and 2 Carriage Cleaning Shed Road Nos.1-4 Sidings Nos.10-14 Sidings Nos.16-21 Headshunt Nos.1-3	Existing live equipment at structure E/628/15 (East Depot Line) and structure E/629/11 (connection to Down Berwick) and all connections to and from the lines listed.

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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/2/91) (30/3/91)

WON9-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

MONDAY 27 MAY - BETWEEN KIRKCONNEL AND NEW CUMNOCK - A new passenger station will be opened, named New Cumnock, located at 55mp with platforms on both Up and Down lines. 2 and 4 car stop markers will be provided on the Down platform only. (12)

FRIDAY 31 MAY - BETWEEN NEWTON WEST JN AND NEWTON EAST JN - All connections between the Down main line and the Up Kirkhill/Up Hamilton line, and the facing and trailing crossovers between the Up and Down main lines will be secured out of use pending removal, and all associated signal routes will be disconnected. (12)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* NEWTON - The Down main line has been slowed between 95 mp and 95m 440 yards to a new alignment 6 yards further from the Up main line.  
\* Down main signal, M171, has been relocated relative to the slew, at the same mileage, application unaltered. (9)

\* \* BETWEEN DUMFRIES SOUTH AND HOLYWOOD LC - The permanent speed restriction of 45 mph Over curve, 92m 700 yards and 92 mp has been Amended on the Up line only to become 30 mph. (9)

(See Section D of this Notice)

NEW CUMNOCK - The Up Goods loop, previously secured out of use, has been reinstated, together with all associated signal routes. (11)

(NOTE : See Section D, Miscellaneous item)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* HAYMARKET - No.2 Group Sidings have been secured out of use pending removal, and all associated signal routes disconnected.

Ground position light sidings exit signal, EH913, has been removed. (9)

- \* \* BETWEEN RESTON GSP AND GRANTSHOUSE - The permanent speed restriction of 85 mph on the Up and Down main lines Over curves, 44m 1410 yards and 42m 910 yards has been Amended to become 90 mph on the Up and Down main lines between 44m 1410 yards and 43m 660 yards, and 85 mph on the Up and Down main lines between 43m 660 yards and 42m 910 yards.

(See Section D of this Notice) (9)

- DUNBAR - The Limit of Shunt indicator on the Down Berwick line has been replaced, at the same location, by a ground position light signal displaying two horizontal red aspects.

(10)

- \* \* BETWEEN DUNBAR AND STENTON GSP - The permanent speed restrictions on the Up and Down main lines of 100 mph Over curves, 28m 780 yards and 27m 1540 yards and 110 mph Over curves, 27m 1540 yards and 26m 1480 yards have been Amended to become 110 mph on the Up and Down main lines Over curves, 28m 780 yards and 26m 1480 yards.

(See Section D of this Notice) (9)

- \* \* BETWEEN CRAIGENTINNY AND ABBEYHILL JN - The permanent speed restriction of 80 mph Over curve, 1m 900 yards and 1m 120 yards on the Up and Down main lines has been Amended to become 85 mph.

(See Section D of this Notice) (9)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

PRESTON P.S.B - The Temporary Stop Blocks, previously provided on the Shunting Line at 112 yards and 348 yards on the Preston Station side of the signal box and on the Down Siding at 178 yards on the Preston Station side of the signal box have been removed.

The line between the Stop Blocks, previously taken out of use, has been re-instated, together with the connection from the Shunting Line to the Siding.

The position light ground shunting signal (PN.138) which was temporarily re-positioned on the left hand side of the line has been reinstated in its original position on the right hand side of the Shunting Line, 238 yards on the Preston Station side of the signal box.

The following signal routes have been brought back into use :-

SIGNAL PN.138 - SIDINGS  
SHUNTING LINE

SIGNAL PN.143 - SHUNTING LINE

SIGNAL PN.153 - SHUNTING LINE

(11)

- \* \* NEWCASTLE STATION - 4-aspect colour light signal T.492, located at the west end of Platform 4, has been moved 15 yards further east.

(9)





NO.10

WEEKLY OPERATING NOTICE

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

of  
16/11/50/10

SATURDAY 1 JUNE 1991  
to  
FRIDAY 7 JUNE 1991  
INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 1 JUNE - BETWEEN BURNSIDE AND KIRKHILL - Up Kirkhill line signals C16R, C16 and C14 will be removed, together with associated A.W.S. track equipment.

A new colour light signal capable of displaying a red or green aspect will be provided on the Up Kirkhill line, on left of drivers, at the Newton end of Kirkhill Up platform, application to signal C12, and plated C14 as an automatic signal. A telephone with a black and white diagonal striped sign together with associated A.W.S. track equipment will be provided.

A new colour light signal capable of displaying a yellow or green aspect will be provided on the Up Kirkhill line, on left of drivers, 740 yards before reaching, and applying to, new signal C14, and plated C14R. Associated A.W.S. track equipment will be provided.

(13)

MONDAY 3 JUNE - MUSSELBURGH STATION - The Down line platform will be temporarily extended by 13 yards at the Edinburgh end.

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

(13)

MONDAY 3 JUNE - BETWEEN NEWHAM LC AND LUCKER LC

At 10 00 hours a Permanent Speed Restriction of 80 mph which applies on the Up line between 48½mp and 47½mp will be raised to 110 mph.

The reflectorised Speed Restriction Warning Indicator on the Up line at 49m 07ch, giving warning of the Permanent Speed Restriction of 80 mph at 48½mp, will be removed, together with the associated permanent magnet.

(See Section 'D')

(13)

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

BETWEEN NEWTON WEST JN AND NEWTON EAST JN - All connections between the Down main line and the Up Kirkhill/Up Hamilton line, and the facing and trailing crossovers between the Up and Down main lines have been secured out of use pending removal, and all associated signal routes have been disconnected.

(12)

BETWEEN KIRKCONNEL AND NEW CUMNOCK - A new passenger station has been opened, named New Cumnock, located at 55mp with platforms on both Up and Down lines. 2 and 4 car stop markers have been provided on the Down platform only.

(12)

NEW CUMNOCK - The Up Goods loop, previously secured out of use, has been reinstated, together with all associated signal routes.

(NOTE : See Section D, Miscellaneous item)

(11)

\* \* DUNBAR - The Limit of Shunt indicator on the Down Berwick line has been replaced, at the same location, by a ground position light signal displaying two horizontal red aspects.

(10)

PRESTON P.S.B - The Temporary Stop Blocks, previously provided on the Shunting Line at 112 yards and 348 yards on the Preston Station side of the signal box and on the Down Siding at 178 yards on the Preston Station side of the signal box have been removed.

The line between the Stop Blocks, previously taken out of use, has been re-instated, together with the connection from the Shunting Line to the Siding.

The position light ground shunting signal (PN.138), which was temporarily re-positioned on the left hand side of the line has been reinstated in its original position on the right hand side of the Shunting Line, 238 yards on the Preston Station side of the signal box.

The following signal routes have been brought back into use :-

SIGNAL PN.138 - SIDINGS  
SHUNTING LINE

SIGNAL PN.143 - SHUNTING LINE

SIGNAL PN.153 - SHUNTING LINE

(11)

**SCOTRAIL** 

**NO.11**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 8 JUNE 1991**

**to**

**FRIDAY 14 JUNE 1991**

**INCLUSIVE**

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 JUNE - NEWTON - The work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, will be introduced for STAGE 1 of this work.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04 52280/52603)

NOTE Existing Down Kirkhill Signal C19 (Burnside Station) shown on 'Stage 1' of the diagram as a semi-automatic signal should be shown as an automatic signal. (13)

SUNDAY 9 JUNE - NEWCASTLE STATION - 4-aspect colour light signal T525, located at the east end of platform 2, will be reduced in height by approximately 3 feet at the same location. (14)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN NEWTON WEST JN AND NEWTON EAST JN - All connections between the Down main line and the Up Kirkhill/Up Hamilton line, and the facing and trailing crossovers between the Up and Down main lines have been secured out of use pending removal, and all associated signal routes have been disconnected. (12)

BETWEEN BURNSIDE AND KIRKHILL - Up Kirkhill line signals C16R, C16 and C14 have been removed, together with associated A.W.S. track equipment.

A new colour light signal capable of displaying a red or green aspect has been provided on the Up Kirkhill line, on left of drivers, at the Newton end of Kirkhill Up platform, application to signal C12, and plated C14 as an automatic signal. A telephone with a black and white diagonal striped sign together with associated A.W.S. track equipment have been provided.

A new colour light signal capable of displaying a yellow or green aspect has been provided on the Up Kirkhill line, on left of drivers, 740 yards before reaching, and applying to, new signal C14, and plated C14R. Associated A.W.S. track equipment has been provided. (13)



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

BETWEEN KIRKCONNEL AND NEW CUMNOCK - A new passenger station has been opened, named New Cumnock, located at 55mp with platforms on both Up and Down lines. 2 and 4 car stop markers have been provided on the Down platform only.

(12)

\* \* NEW CUMNOCK - The Up Goods loop, previously secured out of use, has been  
\* reinstated, together with all associated signal routes.

(11)

MUSSELBURGH STATION - The Down line platform has been temporarily extended by 13 yards at the Edinburgh end.

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

(13)

\* \* PRESTON P.S.B - The Temporary Stop Blocks, previously provided on the Shunting  
\* Line at 112 yards and 348 yards on the Preston Station side of the signal box and on the Down Siding at 178 yards on the Preston Station side of the signal box have been removed.

The line between the Stop Blocks, previously taken out of use, has been re-instated, together with the connection from the Shunting Line to the Siding.

The position light ground shunting signal (PN.138) which was temporarily re-positioned on the left hand side of the line has been reinstated in its original position on the right hand side of the Shunting Line, 238 yards on the Preston Station side of the signal box.

The following signal routes have been brought back into use :-

SIGNAL PN.138 - SIDINGS  
SHUNTING LINE

SIGNAL PN.143 - SHUNTING LINE

SIGNAL PN.153 - SHUNTING LINE

(11)

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

BETWEEN NEWHAM LC AND LUCKER LC - The permanent Speed Restriction of 80 mph which applies on the Up line between 48½mp and 47½mp has been raised to 110 mph.

The reflectorised Speed Restriction Warning Indicator on the Up line at 49m 07ch, giving warning of the Permanent Speed Restriction of 80 mph at 48½mp, has been removed, together with the associated permanent magnet.

(13)

(See Section 'D')

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(PRIVATE and not for publication)

A2BROATH

BR31015

**SCOTRAIL** 

**NO.12**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 15 JUNE 1991**

**to**

**FRIDAY 21 JUNE 1991**

**INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

NEWCASTLE STATION

(WON 11, page C1 refers)

The item under this heading is CANCELLED.

(14)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 JUNE - HAYMARKET - Down South signal EH511 will be renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

(15)

MONDAY 17 JUNE - HAYMARKET - Down North signal EH513 will be renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 will be renewed 27 yards nearer Glasgow, on left of drivers, application unaltered.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

- \*\* BETWEEN NEWTON WEST JN AND NEWTON EAST JN - All connections between the Down main line and the Up Kirkhill/Up Hamilton line, and the facing and trailing crossovers between the Up and Down main lines have been secured out of use pending removal, and all associated signal routes have been disconnected.

(12)

NEWTON - The work described and illustrated in the Special Notice entitled "NEWTON RESIGNALING", dated June 1991, has been introduced for STAGE 1 of this work.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04 52280/52603)

NOTE Existing Down Kirkhill Signal C19 (Burnside Station) shown on 'Stage 1' of the diagram as a semi-automatic signal should be shown as an automatic signal.

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

- \*\* BETWEEN KIRKCONNEL AND NEW CUMNOCK - A new passenger station has been opened, named New Cumnock, located at 55mp with platforms on both Up and Down lines. 2 and 4 car stop markers have been provided on the Down platform only.

(12)

MUSSELBURGH STATION - The Down line platform has been temporarily extended by 13 yards at the Edinburgh end.

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

(13)

BETWEEN NEWHAM LC AND LUCKER LC - The permanent Speed Restriction of 80 mph which applies on the Up line between 48½mp and 47½mp has been raised to 110 mph.

The reflectorised Speed Restriction Warning Indicator on the Up line at 49m 07ch, giving warning of the Permanent Speed Restriction of 80 mph at 48½mp, has been removed, together with the associated permanent magnet.

(See Section 'D')

(13)



*POLMAISE*

(PRIVATE and not for publication)

BR31015

**SCOTRAIL** 

**NO.13**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 22 JUNE 1991**

**to**

**FRIDAY 28 JUNE 1991**

**INCLUSIVE**



**WARNING**



## A.C. ELECTRIFICATION

### ENERGISATION OF OVERHEAD LINE EQUIPMENT

#### A.C. ELECTRIFIED LINES

#### EAST COAST MAIN LINE ELECTRIFICATION

#### NORTHALLERTON TO EDINBURGH

The overhead line 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
Between Northallerton and Edinburgh (Princes Street Gardens)	Up and Down Main Up and Down Berwick	From existing live equipment at structure E/354/01 (Down) and E/354/02 (Up) at Northallerton to existing live equipment at structure E/633/17 (Up) and E/633/18 (Down) at Edinburgh.
Darlington station Tyne Marshalling Yard King Edward Bridge High Level Bridge Newcastle station Heaton Carriage Depot		
Belford	Up Passenger Loop Down Passenger Loop	
Tweedmouth	No.1 Up Reception No.2 Up Reception Up Shunt Spur	

### EAST COAST MAIN LINE ELECTRIFICATION - continued

Location	Lines Affected	At or between
Berwick-Upon-Tweed	Up Goods Loop Down Goods Loop No.1 Down Siding No.2 Down Siding Fishbank Siding	
Grantshouse	Up Passenger Loop Down Passenger Loop	
Dunbar	Up and Down Passenger Loop Down Siding	
Drem	Up Passenger Loop Down Passenger Loop	
Prestonpans	Up Passenger Loop	
Craigentiny	Depot lines	
Edinburgh Waverley	North Loop North Loop Siding Platforms 1 and 19 Platforms 7, 10 and 11 Motorail Sidings Parcels Sidings South Loop South Loop Siding Platforms 20, 21 Down South (W Line) Up North (Z Line)	
Between Monktonhall Jn and Portobello via Millerhill	Up Goods Down Goods East Arrival East Departure E and F Group Yard Sidings Diesel Shed Departure and Arrival Sidings Up Millerhill Down Millerhill Up and Down Main Single Line	Live equipment on Up and Down Berwick lines at Monktonhall Jn and Portobello (Jn with Up and Down Main single line)
Lineside buildings		
All /....		

EAST COAST MAIN LINE ELECTRIFICATION - continued

Lineside Buildings

All concerned to note that the bare wires from the roof of the undernoted Track Section Cabins and Feeder Stations to the adjacent overhead line equipment have been energised at 25,000 volts and must be considered ALIVE at all times.

Portobello Feeder Station - Located on the Up side opposite Craigentenny T&RS Depot.

Longniddry TSC - Located on the Up side 240 yards on the Drem side of Longniddry Station.

East Linton TSC - Located on the Down side 1 mile 400 yards on the Longniddry side of Stenton crossovers.

Innerwick Feeder Station - Located on the Down side 1200 yards north of Innerwick crossovers.

Reston TSC - Located on the Down side adjacent to the Down Engineers Siding.

Marshall Meadows Feeder Station - Located on the Down side 2 miles 150 yards north of Berwick-Upon-Tweed Station.

Fenham TSC - Located on the Down side 1m 740 yards south of Beal level crossing.

The Working Instructions for A.C. Electrified Lines (BR 29987) apply.

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.

(Note change to Structure Numbers at Edinburgh).

Amended (MR/EL/14/E/1/90) (1/6/91)

(NOTE - THE ABOVE INCORPORATES PREVIOUSLY PUBLISHED ITEMS IN THE WON/PON, COMBINED FOR EASE OF PRESENTATION - NO ALTERATION TO CONTENT)



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

BELFORD AND WOODEN GATE

The illuminated notice boards worded "ELECTRIC TRAINS STOP" erected at the above locations as energisation progressed southwards have now been REMOVED.

(15)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 JUNE - NEWTON - Stage 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, will be introduced.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04 52280/52603).

NOTE The following amendments to the Special Notice

SIGNALLING ARRANGEMENTSSTAGE 2RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, will be provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No</u>	<u>Aspect Sequence</u>
M178	Single flashing yellow
M170 (Up main)	Double flashing yellow
or	
M166 (South Connecting line)	Double flashing yellow

Normal aspect sequences will be retained for the Up main line route at Uddingston Jn.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 23 JUNE - NEWTON - continued

SKETCH (Stage 2)

The stencil route indicator for Up main (Down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(16)

SUNDAY 23 JUNE - NEWCASTLE STATION

4-aspect colour light signal T.525, located at the east end of Platform 2, will be reduced in height by approximately 3 feet.

(16)

MONDAY 24 JUNE - HAYMARKET - Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) will be lengthened by 55 yards at the Glasgow end.

(16)

MONDAY 24 JUNE - BETWEEN TEBAY NORTH AND SHAP QUARRY

The existing 90 m.p.h. permanent speed restrictions which apply over the Down and Up lines between 37 miles 23 chains and 38 miles 32 chains will be shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction will apply over the Down and Up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

- \* \* NEWTON - The work described and illustrated in the Special Notice entitled
- \* "NEWTON RESIGNALLING", dated June 1991, has been introduced for STAGE 1 of this work.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04 52280/52603)

NOTE Existing Down Kirkhill Signal C19 (Burnside Station) shown on 'Stage 1' of the diagram as a semi-automatic signal should be shown as an automatic signal. (13)

HAYMARKET - Down South signal EH511 has been renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

Down North signal EH513 has been renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 has been renewed 27 yards nearer Glasgow, on left of drivers, application unaltered. (15)

- \* \* MUSSELBURGH STATION - The Down line platform has been temporarily extended by
- \* 13 yards at the Edinburgh end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (13)

- \* \* BETWEEN NEWHAM LC AND LUCKER LC - The permanent Speed Restriction of 80 mph which
- \* applies on the Up line between 48½mp and 47½mp has been raised to 110 mph.

The reflectorised Speed Restriction Warning Indicator on the Up line at 49m 07ch, giving warning of the Permanent Speed Restriction of 80 mph at 48½mp, has been removed, together with the associated permanent magnet.

(See Section 'D') (13)

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#####  
**SAFETY IS NO ACCIDENT**  
#####

- PLAN - SAFE
- WORK - SAFE
- WALK - SAFE
- SEEN - SAFE

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HOME - SAFE

**MAKE *ScotRail* SAFE**

## NOTICE TO DRIVERS

### SAFETY OF STAFF ON OR NEAR THE LINE

Referring to the item under this heading, dated 9 3 91, in Periodical Operating Notice No.10D, inviting Drivers to report near misses where staff on or near the line were clearly endangered, the number of employees killed whilst on or near the line has, unfortunately, recently risen to 6.

Knowing about near misses is very important and the reporting of any such incident in which you, the Driver, have been unfortunate in experiencing will help in the effort to make the railway more safe.

(1/6/91)

**SCOTRAIL** 

**NO.14**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 29 JUNE 1991**

**to**

**FRIDAY 5 JULY 1991**

**INCLUSIVE**

*2N68*

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 JUNE - BETWEEN CARMYLE AND LANGLOAN - the existing Up line permanent speed restriction of 30 mph between 5m 440 yards and 0m 0 yards (total distance 1m 1610 yards) will be withdrawn. New permanent speed restrictions of 20 mph between 5m 440 yards and 5m 1400 yards and of 30 mph between 5m 1400 yards and 0m 0 yards (total distance 1m 650 yards) will be introduced on the Up line.  
(See Section D of this notice).

(17)

SUNDAY 30 JUNE - CARRBRIDGE - The Up (main) platform will be temporarily shortened by 142 yards at the Perth end.

Drivers of stopping passenger trains must exercise care when bringing their train to a stand at this platform.

(17)

DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - Stages 1 and 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, have been introduced.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04 52280/52603).

NOTE The following amendments to the Special Notice

SIGNALLING ARRANGEMENTSSTAGE 1

Existing Down Kirkhill Signal C19 (Burnside Station) shown on the diagram as a semi-automatic signal should be shown as an automatic signal.



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNEWTON - continuedSTAGE 2RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, have been provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No</u>	<u>Aspect Sequence</u>
M178	Single flashing yellow
M170 (Up main) or	Double flashing yellow
M166 (South Connecting line)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

SKETCH

The stencil route indicator for Up main (Down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(16)

HAYMARKET - Down South signal EH511 has been renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

Down North signal EH513 has been renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 has been renewed 27 yards nearer Glasgow, on left of drivers, application unaltered.

(15)

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

HAYMARKET - Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) have been lengthened by 55 yards at the Glasgow end.

(16)

BELFORD AND WOODEN GATE

The illuminated notice boards worded "ELECTRIC TRAINS STOP" erected at the above locations as energisation progressed southwards have now been REMOVED.

(16)

NEWCASTLE STATION - 4-aspect colour light signal T.525, located at the east end of Platform 2, has been reduced in height by approximately 3 feet.

(16)

BETWEEN TEBAY NORTH AND SHAP QUARRY

The existing 90 m.p.h. permanent speed restrictions which apply over the Down and Up lines between 37 miles 23 chains and 38 miles 32 chains have been shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction applies over the Down and Up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)

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(PRIVATE and not for publication)

ARBLOAM  
BR31015

**SCOTRAIL** 

**NO.15**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 6 JULY 1991**

to

**FRIDAY 12 JULY 1991**

**INCLUSIVE**

WON15-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

NEWTON - The permanent speed restriction warning indicators (Rule Book Appendix 2.2) provided on the Up and Down main lines in association with the previous speed restriction of 50mph between 95mp and 96m 400 yards have been removed as, under Newton resignalling, the 50mph speed restriction no longer applies.

(17)

### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 JULY - BETWEEN LANARK JN AND LAW JN - The permanent speed restrictions on the Down main line of 100mph between 79m 290y and 81½mp and 90mph between 81½mp and 84mp will be Amended to become 100mph between 79m 290 yards and 83m 220 yards and 90mph between 83m 220yards and 84mp.

The permanent speed restrictions on the Up main line of 90mph between 84mp and 81m 510 yards, and 95mph between 81m 510 yards and 78mp will be Amended to become 90mph between 84mp and 83m 220 yards, and 95mp between 83m 220 yards and 78mp.

(See Section D of this Notice)

(18)

SUNDAY 7 JULY - BETWEEN KNIGHTSWOOD NORTH JN AND DRUMCHAPEL - A new colour light signal, plated YH530, capable of displaying a red or green aspect will be provided on the Down Singer line, on right of drivers, red aspect 11 feet above rail level, applying to the Up Maryhill line. A telephone with a black and white diagonal striped sign will be provided together with associated AWS track equipment.

A new automatic colour light signal, plated YH528, capable of displaying a red, yellow, double yellow or green aspect will be provided on the Up Singer line opposite new signal YH530, on left of drivers, red aspect 11 feet above rail level, applying to signal YH532. A telephone with a black and white diagonal striped sign will be provided together with associated AWS track equipment.

14



WON15-C2

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

SUNDAY 7 JULY - BETWEEN KNIGHTSWOOD NORTH JN AND DRUMCHAPEL - continued

The application of signals YH534 and YH536 will be altered as under :-

SIGNAL	ASPECT	ROUTE INDICATION WHERE PROVIDED	APPLICATION TO OR TOWARDS
UP SINGER YH534	MAIN	-	YH528
	MAIN	POSITION 4 JUNCTION ROUTE INDICATOR	YH530
UP MILNGAVIE YH536	MAIN	-	YH528
	MAIN	POSITION 4 JUNCTION ROUTE INDICATOR	YH530

Up Singer signal YH538 at Drumchapel Station will be altered to be capable of exhibiting a red, yellow, double yellow or green aspect, at the same location, application unaltered.

The 40mph permanent speed restriction indicator associated with the 40MPH MAXIMUM PERMISSIBLE SPEED FOR CLASS 1, 2, 3, 4, 5 and 6 TRAINS, on the Up Singer line at Knightswood North Jn, will be re-positioned to be at signal YH528.

The altered signalling arrangements are shown on the sketch on page C7 of this notice.  
 (18)

SUNDAY 7 JULY - BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - The Maximum Permissible Speed between 6m 590 yards and Edinburgh will be Amended from 90mph to 95mph.

Between Regional Boundary and Dunbar

The permanent speed restriction of 80mph on the Up and Down main lines between 50m 190 yards and 49m 1060 yards will be Amended to be between 50m 190 yards and 49m 220 yards.

The permanent speed restrictions over UB Nos 149 and 151, 49m 1060 yards and 49m 950 yards of 75mph on the Up and Down main lines for all trains except HST's and 80mph for HST's only will no longer apply.

WON15-C3

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

SUNDAY 7 JULY - BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - continued

Between Regional Boundary and Dunbar - continued

The permanent speed restriction of 80mph on the Up and Down main lines between 49m 950 yards and 49m 220 yards will No Longer Apply.

The permanent speed restrictions over UB No 108, 35m 1050 yards and 35m 1030 yards of 80mph on the Up and Down main lines for all trains except HST's and 90mph on the Up and Down main lines for HST's only will No Longer Apply.

(See Section D of this notice)

NOTE The relevant entries only in PON 10D, pages 49 and 50 will be superseded.

Between Dunbar and Markle LC (A/B)

The permanent speed restriction of 110mph on the Up and Down main lines Over curves, 28m 780 yards and 26m 1480 yards will be Amended to be Over curves, 28m 780 yards and 23m 1710 yards.

The permanent speed restrictions Over UB No 75, 26m 1480 yards and 26m 1450 yards of 100mph on the Up and Down main lines for all trains except HST's and 110mph for on the Up and Down main lines for HST's only, and the restriction of 110 mph on the Up and Down main lines between 26m 1450 yards and 23m 1710 yards for all trains will No Longer Apply.

(See Section D of this notice)

NOTE The entries in PON 10D page 51 will be superseded.

Between Portobello and Abbeyhill Jn

An Additional permanent speed restriction of 90mph on the Up and Down main lines between 3 1/2 mp and 1m 900 yards will be provided.

See Section D of this notice

(18)

WEDNESDAY 10 JULY - BETWEEN TWEEDMOUTH AND BERWICK

From 22 00 Wednesday 10 July the trailing Main to Main crossover at 66m 70ch will be secured out of use. Until 08 00 Monday 22 July.

(17)



DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - Stages 1 and 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, have been introduced.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04 52280/52603).

5NOTE The following amendments to the Special Notice

SIGNALLING ARRANGEMENTS

STAGE 1

Existing Down Kirkhill Signal C19 (Burnside Station) shown on the diagram as a semi-automatic signal should be shown as an automatic signal.

STAGE 2

RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, have been provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No</u>	<u>Aspect Sequence</u>
M178	Single flashing yellow
M170 (Up main) or M166 (South Connecting line)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

SKETCH

The stencil route indicator for Up main (Down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(16)

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CARMYLE AND LANGLOAN - the existing Up line permanent speed restriction of 30 mph between 5m 440 yards and 0m 0 yards (total distance 1m 1610 yards) has been withdrawn. New permanent speed restrictions of 20 mph between 5m 440 yards and 5m 1400 yards and of 30 mph between 5m 1400 yards and 0m 0 yards (total distance 1m 650 yards) have been introduced on the Up line.

(See Section D of this notice).

(17)

\* \* HAYMARKET - Down South signal EH511 has been renewed 71 yards nearer Glasgow, on left of drivers, red aspect 11 feet above rail level, application unaltered.

Down North signal EH513 has been renewed 46 yards nearer Glasgow, on left of drivers, red aspect 14 feet above rail level, application unaltered.

Up South banner repeater RE 510 has been renewed 27 yards nearer Glasgow, on left of drivers, application unaltered.

(15)

HAYMARKET - Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) have been lengthened by 55 yards at the Glasgow end.

(16)

CARRBRIDGE - The Up (main) platform has been temporarily shortened by 142 yards at the Perth end.

Drivers of stopping passenger trains must exercise care when bringing their train to a stand at this platform.

(17)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BELFORD AND WOODEN GATE

The illuminated notice boards worded "ELECTRIC TRAINS STOP" erected at the above locations as energisation progressed southwards have now been REMOVED.

(15)

NEWCASTLE STATION - 4-aspect colour light signal T.525, located at the east end of Platform 2, has been reduced in height by approximately 3 feet.

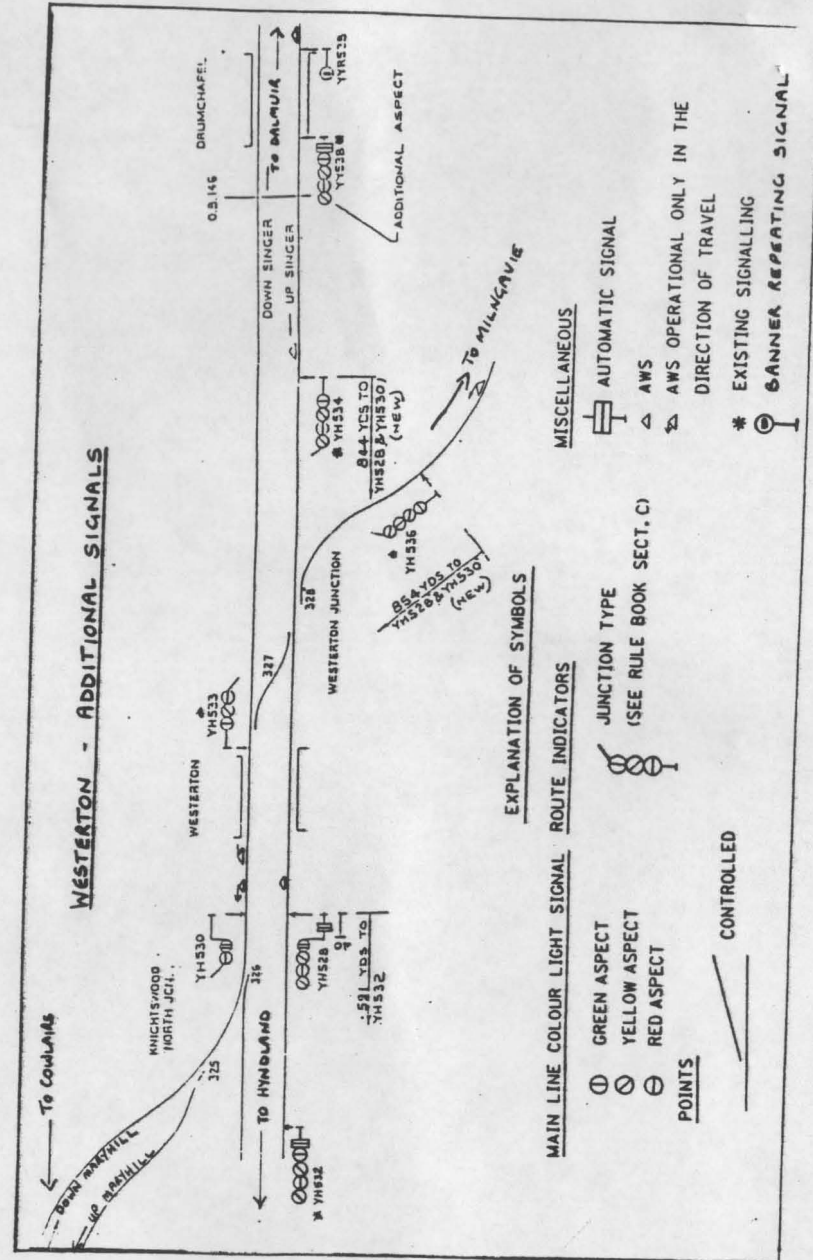
(16)

BETWEEN TEBAY NORTH AND SHAP QUARRY

The existing 90 m.p.h. permanent speed restrictions which apply over the Down and Up lines between 37 miles 23 chains and 38 miles 32 chains have been shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction applies over the Down and Up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)



**SCOTRAIL** 

**NO.16**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 13 JULY 1991  
to  
FRIDAY 19 JULY 1991  
INCLUSIVE**



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 JULY - FALKIRK HIGH - The Down platform will be lengthened by approximately 10 yards at the Greenhill Jn end. Drivers of 6 car sets must exercise care when bringing their trains to a stand at this platform to ensure that the whole of the train is accommodated on the platform.

(19)

SUNDAY 14 JULY - SUNNYSIDE JN - The facing connection Down Airdrie line to Down Gunnie Branch Single line will be secured out of use until further notice.

(19)

MONDAY 15 JULY - BETWEEN LOW GILL G.F.'S AND SHAP SUMMIT (G.F.)

The existing 105 m.p.h. permanent speed restrictions which apply over the Down and Up lines between 31 miles 14 chains and 37 miles 23 chains will be amended to apply between 31 miles 14 chains and 37 mp.

A new 100 m.p.h. permanent speed restriction will apply over the Down and Up lines between 37 mp and 37 miles 23 chains.

(See Section D of this Notice)

(19)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN LANARK JN AND LAW JN - The permanent speed restrictions on the Down main line of 100mph between 79m 290y and 81 $\frac{1}{2}$ mp and 90mph between 81 $\frac{1}{2}$ mp and 84mp have been Amended to become 100mph between 79m 290 yards and 83m 220 yards and 90mph between 83m 220 yards and 84mp.

The permanent speed restrictions on the Up main line of 90mph between 84mp and 81m 510 yards, and 95mph between 81m 510 yards and 78mp have been Amended to become 90mph between 84mp and 83m 220 yards, and 95mp between 83m 220 yards and 78mp.

(See Section D of this Notice)

(18)

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

- \* \* NEWTON - Stages 1 and 2 of the work described and illustrated in the Special Notice entitled "NEWTON RESIGNALLING", dated June 1991, have been introduced.

Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04 52280/52603).

NOTE The following amendments to the Special Notice

SIGNALLING ARRANGEMENTSSTAGE 1

Existing Down Kirkhill Signal C19 (Burnside Station) shown on the diagram as a semi-automatic signal should be shown as an automatic signal.

STAGE 2RUNNING SIGNALS

Additional item immediately below list of routes :-

Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, have been provided as shown below on the Up approach to Uddingston Jn. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

Signal No	Aspect Sequence
M178	Single flashing yellow
M170 (Up main) or	Double flashing yellow
M166 (South Connecting line)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

SKETCH

The stencil route indicator for Up main (Down direction) position light signal M173 should show 2 routes, not 3 as published.

Down main signal M139 should show the associated position light signal directly below the main aspect, not off-set as shown.

Signal M191 and associated catch points at Uddingston Jn. no longer exist.

(16)

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

NEWTON - The permanent speed restriction warning indicators (Rule Book Appendix 2.2) provided on the Up and Down main lines in association with the previous speed restriction of 50mph between 95m and 96m 400 yards have been removed as, under Newton resignalling, the 50mph speed restriction no longer applies.

(17)

BETWEEN CARMYLE AND LANGLOAN - the existing Up line permanent speed restriction of 30 mph between 5m 440 yards and 0m 0 yards (total distance 1m 1610 yards) has been withdrawn. New permanent speed restrictions of 20 mph between 5m 440 yards and 5m 1400 yards and of 30mph between 5m 1400 yards and 0m 0 yards (total distance 1m 650 yards) have been introduced on the Up line.

(See Section D of this notice).

(17)

- \* \* HAYMARKET - Platforms 2, 3 and 4 (Down North, Up South and Down South lines, respectively) have been lengthened by 55 yards at the Glasgow end.

(16)

BETWEEN KNIGHTSWOOD NORTH JN AND DRUMCHAPEL - A new colour light signal, plated YH530, capable of displaying a red or green aspect has been provided on the Down Singer line, on right of drivers, red aspect 11 feet above rail level, applying to the Up Maryhill line. A telephone with a black and white diagonal striped sign has been provided together with associated AWS track equipment.

A new automatic colour light signal, plated YH528, capable of displaying a red, yellow, double yellow or green aspect has been provided on the Up Singer line opposite new signal YH530, on left of drivers, red aspect 11 feet above rail level, applying to signal YH532. A telephone with a black and white diagonal striped sign has been provided together with associated AWS track equipment.



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued  
DETAILS OF WORK REFERRED TO IN SECTIONS B - continued  
BETWEEN KNIGHTSWOOD NORTH JN AND DRUMCHAPEL - continued

The application of signals YH534 and YH536 have been altered as under :-

SIGNAL	ASPECT	ROUTE INDICATION WHERE PROVIDED	APPLICATION TO OR TOWARDS
UP SINGER YH534	MAIN MAIN	- POSITION 4 JUNCTION ROUTE INDICATOR	YH528 YH530
UP MILNGAVIE YH536	MAIN MAIN	- POSITION 4 JUNCTION ROUTE INDICATOR	YH528 YH530

Up Singer signal YY538 at Drumchapel Station has been altered to be capable of exhibiting a red, yellow, double yellow or green aspect, at the same location, application unaltered.

The 40mph permanent speed restriction indicator associated with the 40MPH MAXIMUM PERMISSIBLE SPEED FOR CLASS 1, 2, 3, 4, 5 and 6 TRAINS, on the Up Singer line at Knightswood North Jn, has been re-positioned to be at signal YH528.

The altered signalling arrangements are shown on the sketch on page C7 of this notice.  
 (18)

BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - The Maximum Permissible Speed  
between 6m 590 yards and Edinburgh has been Amended from 90mph to 95mph.

Between Regional Boundary and Dunbar

The permanent speed restriction of 80mph on the Up and Down main lines between 50m 190 yards and 49m 1060 yards has been Amended to be between 50m 190 yards and 49m 220 yards.

The permanent speed restrictions over UB Nos 149 and 151, 49m 1060 yards and 49m 950 yards of 75mph on the Up and Down main lines for all trains except HST's and 80mph for HST's only No Longer Applies.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued  
DETAILS OF WORK ALREADY CARRIED OUT - continued  
BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - continued

Between Regional Boundary and Dunbar - continued

The permanent speed restriction of 80mph on the Up and Down main lines between 49m 950 yards and 49m 220 yards No Longer Applies.

The permanent speed restrictions over UB No 108, 35m 1050 yards and 35m 1030 yards of 80mph on the Up and Down main lines for all trains except HST's and 90mph on the Up and Down main lines for HST's only No Longer Apply.

(See Section D of this notice)

NOTE The relevant entries only in PON 10D, pages 49 and 50 are superseded.

Between Dunbar and Markle LC (AHB)

The permanent speed restriction of 110mph on the Up and Down main lines Over curves, 28m 780 yards and 26m 1480 yards has been Amended to be Over curves, 28m 780 yards and 23m 1710 yards.

The permanent speed restrictions Over UB No 75, 26m 1480 yards and 26m 1450 yards of 100mph on the Up and Down main lines for all trains except HST's and 110mph for on the Up and Down main lines for HST's only, and the restriction of 110 mph on the Up and Down main lines between 26m 1450 yards and 23m 1710 yards for all trains No Longer Apply.

(See Section D of this notice)

NOTE The entries in PON 10D page 51 are superseded.

Between Portobello and Abbeyhill Jn

An Additional permanent speed restriction of 90mph on the Up and Down main lines between 3½mp and 1m 900 yards has been provided.

See Section D of this notice

(18)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CARRBRIDGE - The Up (main) platform has been temporarily shortened by 142 yards at the Perth end.

Drivers of stopping passenger trains must exercise care when bringing their train to a stand at this platform.

(17)

BETWEEN TWEEDMOUTH AND BERWICK - The trailing Main to Main crossover at 66m 70ch has been secured out of use. Until 08 00 Monday 22 July.

(17)

\* \* NEWCASTLE STATION - 4-aspect colour light signal T.525, located at the east end of Platform 2, has been reduced in height by approximately 3 feet.

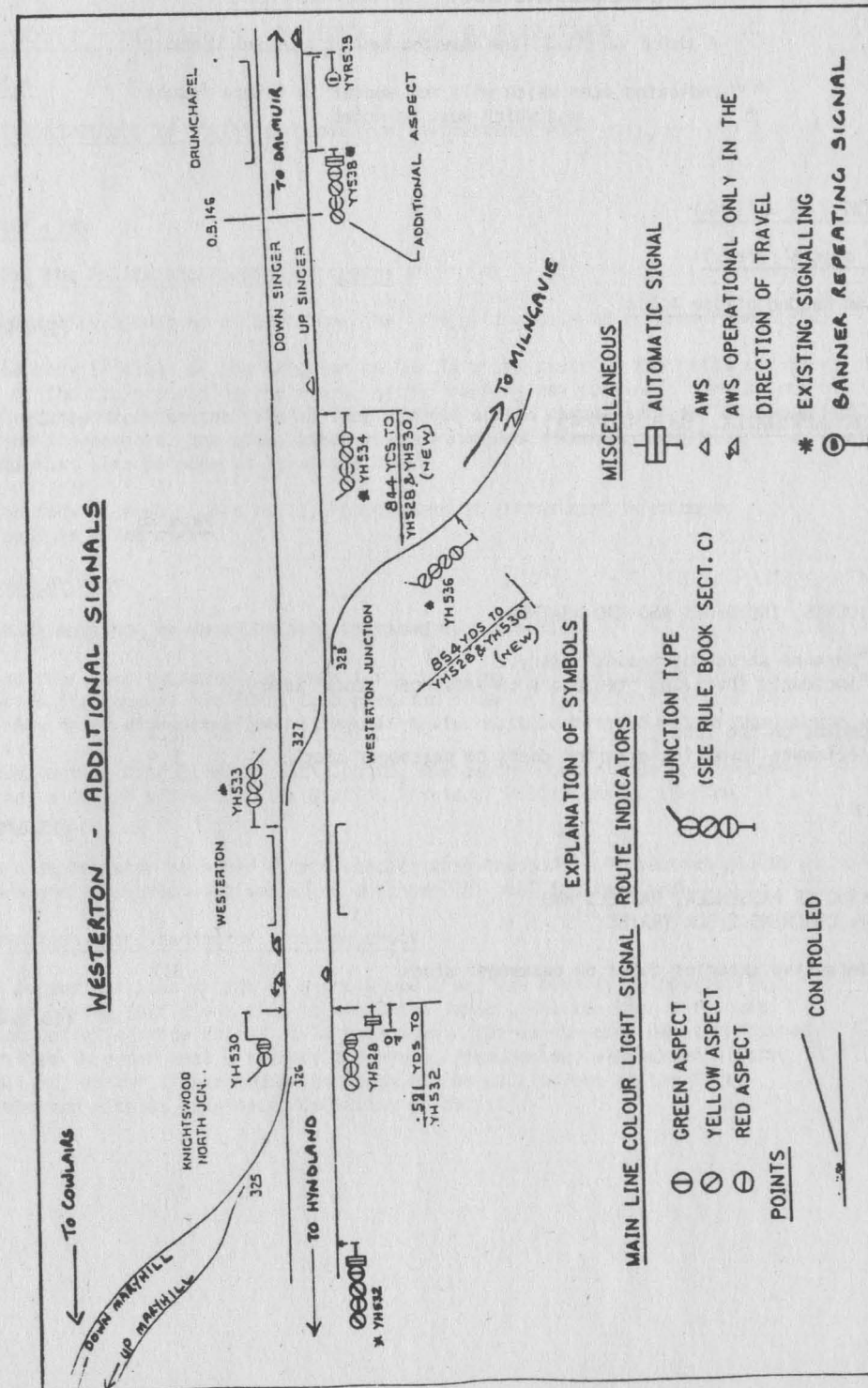
(16)

\* \* BETWEEN TEBAY NORTH AND SHAP QUARRY

\* The existing 90 m.p.h. permanent speed restrictions which apply over the Down and Up lines between 37 miles 23 chains and 38 miles 32 chains have been shortened to apply between 38 miles 15 chains and 38 miles 32 chains.

A new 80 m.p.h. permanent speed restriction applies over the Down and Up lines between 37 miles 23 chains and 38 miles 15 chains.

(16)



(PRIVATE and not for publication)

BR31015

*Abbott SB*

**SCOTRAIL** 

**NO.17**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 20 JULY 1991**

**to**

**FRIDAY 26 JULY 1991**

**INCLUSIVE**



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN ACKLINGTON AND BELFORD CROSSOVERS

The following Bridleway Crossings have been equipped with telephones communicating with Alnmouth Signal Box:

<u>Crossing No.</u>	<u>Location</u>
152	31m 42ch
161	42m 46ch
162	43m 65ch
167	47m 57ch

Bridleway Crossing No. 169, located at 48m 18ch, has been equipped with a telephone communicating with Tweedmouth Signal Box.

(19)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 JULY - SUNNYSIDE JN - The Main line facing crossover, and the trailing connection between the Down Whifflet single line and the Down Airdrie line will be secured out of use until further notice.

(20)

SUNDAY 21 JULY - BETWEEN KING EDWARD BRIDGE SOUTH JN AND KING EDWARD BRIDGE NORTH JN

The Up Main line between King Edward Bridge South Jn and King Edward Bridge North Jn will be slued to a new alignment.

A new facing crossover will be brought into use between the Up Carlisle line and the Up Main line at King Edward Bridge South Jn for Down direction movements.

The Position 2 route indicator on 3-aspect colour light signal T.235, located on the Up Carlisle line at approximately 0m 65ch, will be brought into use for movements from the Up Carlisle line to the Up Main line.

4-aspect colour light signal T.236, located on the Up Main line King Edward Bridge South Jn, will be repositioned to the realigned Up Main line with the same application.

4-aspect colour light signals T.243 and T.245, located on the Up Main and Up/Down Slow lines respectively at King Edward Bridge North Jn, will be removed from their straight posts and remounted on a "T" bracket at the same location, without change to application.

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedMONDAY 22 JULY - BETWEEN STAMFORD AND CHATHILL

At 10 00 hours the permanent speed restriction of 100 mph on the Down line between 42m 35ch and 43m 45ch will be raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 44m 45ch and 43m 45ch will be raised to 125 mph.

(See Section D of this Notice)

(20)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN LOW GILL G.F.'S AND SHAP SUMMIT (G.F.) -

The existing 105 m.p.h. permanent speed restrictions which apply over the Down and Up lines between 31 miles 14 chains and 37 miles 23 chains have been amended to apply between 31 miles 14 chains and 37 mp.

A new 100 m.p.h. permanent speed restriction applies over the Down and Up lines between 37 mp and 37 miles 23 chains.

(See Section D of this Notice)

(19)

BETWEEN LANARK JN AND LAW JN - The permanent speed restrictions on the Down main line of 100mph between 79m 290y and 81 $\frac{1}{2}$ mp and 90mph between 81 $\frac{1}{2}$ mp and 84mp have been Amended to become 100mph between 79m 290 yards and 83m 220 yards and 90mph between 83m 220 yards and 84mp.

The permanent speed restrictions on the Up main line of 90mph between 84mp and 81m 510 yards, and 95mph between 81m 510 yards and 78mp have been Amended to become 90mph between 84mp and 83m 220 yards, and 95mp between 83m 220 yards and 78mp.

(See Section D of this Notice)

(18)

\* \* NEWTON - The permanent speed restriction warning indicators (Rule Book Appendix 2.2) provided on the Up and Down main lines in association with the previous speed restriction of 50mph between 95mp and 96m 400 yards have been removed as, under Newton resignalling, the 50mph speed restriction no longer applies.

(17)



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

- \*\* BETWEEN CARMYLE AND LANGLOAN - the existing Up line permanent speed restriction of 30 mph between 5m 440 yards and 0m 0 yards (total distance 1m 1610 yards) has been withdrawn. New permanent speed restrictions of 20 mph between 5m 440 yards and 5m 1400 yards and of 30mph between 5m 1400 yards and 0m 0 yards (total distance 1m 650 yards) have been introduced on the Up line.

(See Section D of this notice).

(17)

FALKIRK HIGH - The Down platform has been lengthened by approximately 10 yards at the Greenhill Jn end.

Drivers of 6 car sets must exercise care when bringing their trains to a stand at this platform to ensure that the whole of the train is accommodated on the platform.

(19)

SUNNYSIDE JN - The facing connection Down Airdrie line to Down Gunnie Branch Single line has been secured out of use until further notice.

(19)

BETWEEN KNIGHTSWOOD NORTH JN AND DRUMCHAPEL - A new colour light signal, plated YH530, capable of displaying a red or green aspect has been provided on the Down Singer line, on right of drivers, red aspect 11 feet above rail level, applying to the Up Maryhill line. A telephone with a black and white diagonal striped sign has been provided together with associated AWS track equipment.

A new automatic colour light signal, plated YH528, capable of displaying a red, yellow, double yellow or green aspect has been provided on the Up Singer line opposite new signal YH530, on left of drivers, red aspect 11 feet above rail level, applying to signal YH532. A telephone with a black and white diagonal striped sign has been provided together with associated AWS track equipment.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN KNIGHTSWOOD NORTH JN AND DRUMCHAPEL - continued

The application of signals YH534 and YH536 have been altered as under :-

SIGNAL	ASPECT	ROUTE INDICATION WHERE PROVIDED	APPLICATION TO OR TOWARDS
UP SINGER YH534	MAIN MAIN	- POSITION 4 JUNCTION ROUTE INDICATOR	YH528 YH530
UP MILNGAVIE YH536	MAIN MAIN	- POSITION 4 JUNCTION ROUTE INDICATOR	YH528 YH530

Up Singer signal YH538 at Drumchapel Station has been altered to be capable of exhibiting a red, yellow, double yellow or green aspect, at the same location, application unaltered.

The 40mph permanent speed restriction indicator associated with the 40MPH MAXIMUM PERMISSIBLE SPEED FOR CLASS 1, 2, 3, 4, 5 and 6 TRAINS, on the Up Singer line at Knightswood North Jn, has been re-positioned to be at signal YH528.

The altered signalling arrangements are shown on the sketch on page C6 of this notice.

(18)

BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - The Maximum Permissible Speed between 6m 590 yards and Edinburgh has been Amended from 90mph to 95mph.

Between Regional Boundary and Dunbar

The permanent speed restriction of 80mph on the Up and Down main lines between 50m 190 yards and 49m 1060 yards has been Amended to be between 50m 190 yards and 49m 220 yards.

The permanent speed restrictions over UB Nos 149 and 151, 49m 1060 yards and 49m 950 yards of 75mph on the Up and Down main lines for all trains except HST's and 80mph for HST's only No Longer Applies.



(PRIVATE and not for publication)

BR31015

**SCOTRAIL** 

**NO.18**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 27 JULY 1991  
to  
FRIDAY 2 AUGUST 1991  
INCLUSIVE**

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

FALKIRK HIGH - The item previously published under this heading (WON 17, page C3) is CANCELLED.

(20)

\* \* AIRDRIE - The connection No.2 platform line (branch single line) to No.1 platform line, and associated trap points in No.1 platform line have been disconnected together with associated signal routes and are worked by an Operations Department Representative as necessary. Drivers must work to the instructions of the Operations Department Representative/Handsignalman in attendance.

\* \* SUNNYSIDE JUNCTION - The Main line facing crossover has been secured out of use together with associated signal routes. The trailing connection between the Down Sunnyside single goods line and the Down Main line and associated trap points have been disconnected together with associated signal routes and are worked by an Operations Department Representative as necessary. The connection to the Gunnie Branch, previously secured out of use together with associated trap points, is worked by an Operations Department Representative as necessary. Drivers of trains proceeding to or from the Gunnie branch must work to the instructions of the Operations Department Representative in attendance.

### MORPETH STATION

Mark IV train STOP boards have been provided as follows :-

Down Platform - at the bottom of the ramp at the Berwick end.  
Up Platform - adjacent to the HST stop boards at the Newcastle end.

To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate board.

(20)

### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 JULY - YOKER - The work described and illustrated in the Special Notice entitled "YOKER RESIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL", dated July 1991, will be introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

(21)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 29 JULY - BETWEEN ACKLINGTON AND WOODEN GATE CROSSOVERS

At 10 00 hours the permanent speed restriction of 80 mph on the Down line between 30m.p. and 30½m.p. will be raised to 85 mph.

The permanent speed restriction of 80 mph on the Down line between 30½m.p. and 31m. 67ch. and of 100 mph on the Down line between 31m 67ch and 33m 61ch will be raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 33m 61ch and 30½m.p. will be raised to 110 mph.

(See Section 'D' of this Notice)

(21)

MONDAY 29 JULY - BETWEEN ACKLINGTON AND ALNMOUTHFootpath Crossing (at 32m.70ch.)

Whistle Boards will be erected as follows:-

Up Main line - 305 yards before reaching the crossing.

Down Main line (Up direction) - 195 yards before reaching the crossing.

(21)

DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN LANARK JN AND LAW JN - The permanent speed restrictions on the Down main line of 100mph between 79m 290y and 81½mp and 90mph between 81½mp and 84mp have been Amended to become 100mph between 79m 290 yards and 83m 220 yards and 90mph between 83m 220 yards and 84mp.

The permanent speed restrictions on the Up main line of 90mph between 84mp and 81m 510 yards, and 95mph between 81m 510 yards and 78mp have been Amended to become 90mph between 84mp and 83m 220 yards, and 95mp between 83m 220 yards and 78mp.

(See Section D of this Notice)

(18)

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

\* \* BETWEEN KNIGHTSWOOD NORTH JN AND DRUMCHAPEL - A new colour light signal, plated YH530, capable of displaying a red or green aspect has been provided on the Down Singer line, on right of drivers, red aspect 11 feet above rail level, applying to the Up Maryhill line. A telephone with a black and white diagonal striped sign has been provided together with associated AWS track equipment.

A new automatic colour light signal, plated YH528, capable of displaying a red, yellow, double yellow or green aspect has been provided on the Up Singer line opposite new signal YH530, on left of drivers, red aspect 11 feet above rail level, applying to signal YH532. A telephone with a black and white diagonal striped sign has been provided together with associated AWS track equipment.

The application of signals YH534 and YH536 have been altered as under :-

SIGNAL	ASPECT	ROUTE INDICATION WHERE PROVIDED	APPLICATION TO OR TOWARDS
UP SINGER YH534	MAIN MAIN	- POSITION 4 JUNCTION ROUTE INDICATOR	YH528 YH530
UP MILNGAVIE YH536	MAIN MAIN	- POSITION 4 JUNCTION ROUTE INDICATOR	YH528 YH530

Up Singer signal YH538 at Drumchapel Station has been altered to be capable of exhibiting a red, yellow, double yellow or green aspect, at the same location, application unaltered.

The 40mph permanent speed restriction indicator associated with the 40MPH MAXIMUM PERMISSIBLE SPEED FOR CLASS 1, 2, 3, 4, 5 and 6 TRAINS, on the Up Singer line at Knightswood North Jn, has been re-positioned to be at signal YH528.

The altered signalling arrangements are shown on the sketch on page C7 of this notice.

(18)

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

- \* \* BETWEEN TWEEDMOUTH AND EDINBURGH WAVERLEY - The Maximum Permissible Speed  
 \* between 6m 590 yards and Edinburgh has been Amended from 90mph to 95mph.

Between Regional Boundary and Dunbar

The permanent speed restriction of 80mph on the Up and Down main lines between 50m 190 yards and 49m 1060 yards has been Amended to be between 50m 190 yards and 49m 220 yards.

The permanent speed restrictions over UB Nos 149 and 151, 49m 1060 yards and 49m 950 yards of 75mph on the Up and Down main lines for all trains except HST's and 80mph for HST's only No Longer Applies.

The permanent speed restriction of 80mph on the Up and Down main lines between 49m 950 yards and 49m 220 yards No Longer Applies.

The permanent speed restrictions over UB No 108, 35m 1050 yards and 35m 1030 yards of 80mph on the Up and Down main lines for all trains except HST's and 90mph on the Up and Down main lines for HST's only No Longer Apply.

(See Section D of this notice)

NOTE The relevant entries only in PON 100, pages 49 and 50 are superseded.

Between Dunbar and Markle LC (AHB)

The permanent speed restriction of 110mph on the Up and Down main lines Over curves, 28m 780 yards and 26m 1480 yards has been Amended to be Over curves, 28m 780 yards and 23m 1710 yards.

The permanent speed restrictions Over UB No 75, 26m 1480 yards and 26m 1450 yards of 100mph on the Up and Down main lines for all trains except HST's and 110mph for on the Up and Down main lines for HST's only, and the restriction of 110 mph on the Up and Down main lines between 26m 1450 yards and 23m 1710 yards for all trains No Longer Apply.

(See Section D of this notice)

NOTE The entries in PON 100 page 51 are superseded.

Between Portobello and Abbeyhill Jn

An Additional permanent speed restriction of 90mph on the Up and Down main lines between 3½mp and 1m 900 yards has been provided.

See Section D of this notice

(18)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN KING EDWARD BRIDGE SOUTH JN AND KING EDWARD BRIDGE NORTH JN

The Up Main line between King Edward Bridge South Jn and King Edward Bridge North Jn has been slued to a new alignment.

A new facing crossover has been brought into use between the Up Carlisle line and the Up Main line at King Edward Bridge South Jn for Down direction movements.

The Position 2 route indicator on 3-aspect colour light signal T.235, located on the Up Carlisle line at approximately 0m 65ch, has been brought into use for movements from the Up Carlisle line to the Up Main line.

4-aspect colour light signal T.236, located on the Up Main line King Edward Bridge South Jn, has been repositioned to the realigned Up Main line with the same application.

4-aspect colour light signals T.243 and T.245, located on the Up Main and Up/Down Slow lines respectively at King Edward Bridge North Jn, have been removed from their straight posts and remounted on a "T" bracket at the same location, without change to application.

(20)

BETWEEN STAMFORD AND CHATHILL

The permanent speed restriction of 100 mph on the Down line between 42m 35ch and 43m 45ch has been raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 44m 45ch and 43m 45ch has been raised to 125 mph.

(See Section D of this Notice)

(20)

(PRIVATE and not for publication)

MOVEMENTS MGR

BR31015

Room 380

SCOTRAIL<sup>≠</sup>

NO.19

# WEEKLY OPERATING NOTICE

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

SATURDAY 3 AUGUST 1991

to

FRIDAY 9 AUGUST 1991

INCLUSIVE

WON19-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

SATURDAY 3 AUGUST - OXHEYS - Permissive working will be withdrawn on the Up Goods Loop. (22)

SATURDAY 3 AUGUST - BARTON & BROUGHTON - Permissive working will be withdrawn on the Down Passenger Loop. (22)

SATURDAY 3 AUGUST - OUBECK - Permissive working will be withdrawn on the Down and Up Goods Loops. (22)

SATURDAY 3 AUGUST - BETWEEN KINGMOOR AND CALDEW JN. - Permissive working will be withdrawn on the Up Goods Line. (22)

#### SATURDAY/SUNDAY 3/4 AUGUST - KING EDWARD BRIDGE SOUTH JN

The secured out of use facing connection in the Down Main line at approximately 79½ mile post will be plain lined. (22)

#### SUNDAY 4 AUGUST - BETWEEN KIRKCONNEL AND NEW CUMNOCK

An Additional Permanent Speed Restriction of 40 mph on the Up and Down Main lines will be introduced Over U/B 192, 58m 100yds and 58m 70yds.

(See Section D of this Notice)

In connection with this speed restriction :-

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) will be provided on the Up line 10 yards before reaching overbridge 190, together with AWS track equipment.

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) will be provided on the Down line 977 yards before reaching underbridge 192, together with AWS track equipment. (22)



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

YOKER - The work described and illustrated in the Special Notice entitled "YOKER RE-SIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL", dated July 1991, has been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

(21)

BETWEEN KING EDWARD BRIDGE SOUTH JN AND KING EDWARD BRIDGE NORTH JN

The Up Main line between King Edward Bridge South Jn and King Edward Bridge North Jn has been slued to a new alignment.

A new facing crossover has been brought into use between the Up Carlisle line and the Up Main line at King Edward Bridge South Jn for Down direction movements.

The Position 2 route indicator on 3-aspect colour light signal T.235, located on the Up Carlisle line at approximately 0m 65ch, has been brought into use for movements from the Up Carlisle line to the Up Main line.

4-aspect colour light signal T.236, located on the Up Main line King Edward Bridge South Jn, has been repositioned to the realigned Up Main line with the same application.

4-aspect colour light signals T.243 and T.245, located on the Up Main and Up/Down Slow lines respectively at King Edward Bridge North Jn, have been removed from their straight posts and remounted on a "T" bracket at the same location, without change to application.

(20)

MORPETH STATION

Mark IV train STOP boards have been provided as follows :-

Down Platform - at the bottom of the ramp at the Berwick end.  
Up Platform - adjacent to the HST stop boards at the Newcastle end.

To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate board.

(20)

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

BETWEEN ACKLINGTON AND WOODEN GATE CROSSOVERS - The permanent speed restriction of 80 mph on the Down line between 30m.p. and 30½m.p. has been raised to 85 mph.

The permanent speed restrictions of 80 mph on the Down line between 30½m.p. and 31m. 67ch. and of 100 mph on the Down line between 31m 67ch and 33m 61ch have been raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 33m 61ch and 30½m.p. has been raised to 110 mph.

(See Section 'D' of this Notice)

(21)

BETWEEN ACKLINGTON AND ALNMOOUTHFootpath Crossing (at 32m.70ch.)

Whistle Boards have been erected as follows:-

Up Main line - 305 yards before reaching the crossing.

Down Main line (Up direction) - 195 yards before reaching the crossing.

(21)

\*\* BETWEEN ACKLINGTON AND BELFORD CROSSOVERS

\*

The following Bridleway Crossings have been equipped with telephones communicating with Alnmouth Signal Box:

<u>Crossing No.</u>	<u>Location</u>
152	31m 42ch
161	42m 46ch
162	43m 65ch
167	47m 57ch

Bridleway Crossing No. 169, located at 48m 18ch, has been equipped with a telephone communicating with Tweedmouth Signal Box.

(19)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN STAMFORD AND CHATHILL

The permanent speed restriction of 100 mph on the Down line between 42m 35ch and 43m 45ch has been raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 44m 45ch and 43m 45ch has been raised to 125 mph.

(20)

LMR SECTIONAL APPENDIX (NORTHERN SECTION)

\* \* BETWEEN LOW GILL G.F.'S AND SHAP SUMMIT (G.F.) - \*

\*

The existing 105 m.p.h. permanent speed restrictions which apply over the Down and Up lines between 31 miles 14 chains and 37 miles 23 chains have been amended to apply between 31 miles 14 chains and 37 mp.

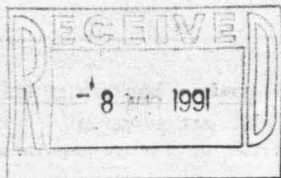
A new 100 m.p.h. permanent speed restriction applies over the Down and Up lines between 37 mp and 37 miles 23 chains.

(19)

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(PRIVATE and not for publication)

Movements Ingr. Rm. 323  
BR31015



SCOTRAIL<sup>®</sup>

**NO.20**

## **WEEKLY OPERATING NOTICE**

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

**SATURDAY 10 AUGUST 1991  
to  
FRIDAY 16 AUGUST 1991  
INCLUSIVE**



WON20-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

YOKER RESIGNALLING - The undernoted additions/amendments are necessary to the special notice entitled "YOKER RESIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL" dated July, 1991.

Page 1

METHOD OF WORKING

The second paragraph is Amended to read :-

"The Regulations for One Train Working on Single Lines where a Train Staff is not provided will apply on the Drungelloch branch and on the single goods line between Sunnyside Jn and Gunnie Yard."

Page 3

Additional :-

GROUND FRAMES

A new 1 lever ground frame will be provided at Airdrie controlling access to the S&T siding. This will be released by an Annett's Key normally kept in a lockfast box adjacent to the ground frame.

DIAGRAM

The AWS track equipment on the Drungelloch branch applying to signal YS155 (Airdrie, platform 2) is not suppressed for movements in the Up direction on the single line and a cancelling indicator is provided 200 yards on the Drungelloch side of the AWS track equipment.

(23)

ALNMOUTH STATION - The operational length of both Down and Up platforms at Alnmouth has been increased to 255 yards (233 metres).

(21)

WON20-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 10 AUGUST - FALKIRK HIGH - The Down platform will be lengthened by 10 yards at the Greenhill Jn end.

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

(23)

SATURDAY/SUNDAY 10/11 AUGUST - KING EDWARD BRIDGE SOUTH JN

The secured out of use trailing connection in the Up Main line at approximately 79 $\frac{1}{2}$  mile post will be plain lined.

(23)

SUNDAY 11 AUGUST - BETWEEN POLLOKHAWES WEST AND CROSSMYLOOF

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Muirhouse South Jn and North Jn on the Down Barrhead line will be provided 532 yards before reaching Down Barrhead signal G645, together with associated AWS track equipment.

(23)

SUNDAY 11 AUGUST - INVERURIE - The trainmen's telephone (For Rule Book, Section H purposes), located at the Aberdeen end of the Down main platform, will be repositioned 10 yards nearer the box.

(23)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN KIRKCONNEL AND NEW CUMNOCK - An Additional Permanent Speed Restriction of 40 mph on the Up and Down Main lines has been introduced Over U/B 192, 58m 100yds and 58m 70yds.

(See Section D of this Notice)

In connection with this speed restriction :-

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided on the Up line 10 yards before reaching overbridge 190, together with AWS track equipment.

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided on the Down line 977 yards before reaching underbridge 192, together with AWS track equipment.

(22)

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 - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL", dated July 1991, has been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

(21)

KING EDWARD BRIDGE SOUTH JN - The secured out of use facing connection in the Down Main line at approximately 79% mile post has been plain lined.

(22)

**\*\* BETWEEN KING EDWARD BRIDGE SOUTH JN  
AND KING EDWARD BRIDGE NORTH JN**

The Up Main line between King Edward Bridge South Jn and King Edward Bridge North Jn has been sluiced to a new alignment.

A new facing crossover has been brought into use between the Up Carlisle line and the Up Main line at King Edward Bridge South Jn for Down direction movements.

The Position 2 route indicator on 3-aspect colour light signal T.235, located on the Up Carlisle line at approximately 0m 65ch, has been brought into use for movements from the Up Carlisle line to the Up Main line.

4-aspect colour light signal T.236, located on the Up Main line King Edward Bridge South Jn, has been repositioned to the realigned Up Main line with the same application.

4-aspect colour light signals T.243 and T.245, located on the Up Main and Up/Down Slow lines respectively at King Edward Bridge North Jn, have been removed from their straight posts and remounted on a "T" bracket at the same location, without change to application.

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued**\*\* MORPETH STATION**

\*

Mark IV train STOP boards have been provided as follows:-

Down Platform - at the bottom of the ramp at the Berwick end.

Up Platform - adjacent to the HST stop boards at the Newcastle end.

To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate board.

(20)

BETWEEN ACKLINGTON AND WOODEN GATE CROSSOVERS - The permanent speed restriction of 80 mph on the Down line between 30m.p. and 30½m.p. has been raised to 85 mph.

The permanent speed restrictions of 80 mph on the Down line between 30½m.p. and 31m. 67ch. and of 100 mph on the Down line between 31m 67ch and 33m 61ch have been raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 33m 61ch and 30½m.p. has been raised to 110 mph.

(See Section 'D' of this Notice)

(21)

BETWEEN ACKLINGTON AND ALNMOUTHFootpath Crossing (at 32m.70ch.)

Whistle Boards have been erected as follows:-

Up Main line - 305 yards before reaching the crossing.

Down Main line (Up direction) - 195 yards before reaching the crossing.

(21)

**\*\* BETWEEN STAMFORD AND CHATHILL**

\*

The permanent speed restriction of 100 mph on the Down line between 42m 35ch and 43m 45ch has been raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 44m 45ch and 43m 45ch has been raised to 125 mph.

(20)

(PRIVATE and not for publication)

BR31015

moments mgr,  
Rm 323

SCOTRAIL<sup>≠</sup> 1

NO.21

## WEEKLY OPERATING NOTICE

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

**SATURDAY 17 AUGUST 1991  
to  
FRIDAY 23 AUGUST 1991  
INCLUSIVE**



WON21-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

NEWTON - Up North connecting line signal M146 is now approach lit.

(23)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 17 AUGUST - BETWEEN TORNESS GSP AND DUNBAR -

The permanent speed restriction of 110 mph on the Down line Over curves, 31m 900 yards and 29m 950 yards will be Amended to become 105 mph between 31m 900 yards and 31 m and 110 mph between 31 m and 29m 950 yards.

See Section D of this Notice

(24)

SATURDAY 17 AUGUST - OXHEYS - Permissive Working will be re-instated on the Up Goods Loop.

(Amended Item)

(24)

SATURDAY 17 AUGUST - BARTON & BROUGHTON - Permissive Working will be re-instated on the Down Passenger Loop.

(Amended Item)

(24)

SATURDAY 17 AUGUST - BETWEEN TEBAY NORTH AND SHAP SUMMIT (GF) - The existing 100 mph permanent speed restriction which applies over the Down and Up lines between 37 m and 37m 23 chs will be amended to apply between 37 m and 38m 23 chs.

(See Section D of this Notice)

(24)

SUNDAY 18 AUGUST - BETWEEN ARDGAY AND CULRAIN - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Over curves, 60m 1630 yards and 61m 220 yards, which applies to all trains including Class 15X Series DMU's, will be provided on the Down single line 990 yards before reaching Culrain Station, together with associated AWS track equipment.

(24)

WON21-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 18 AUGUST - BETWEEN ROGART AND BRORA - Permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with the 45 mph speed restriction on the Up and Down single line Over Curves, 84m 290 yards and 84m 1120 yards, which applies to Class 15X Series DMU's only, will be provided as follows :-

Up direction

The warning indicator will be provided 165 yards before reaching underbridge No.213, together with associated AWS track equipment.

Down direction

The warning indicator will be provided 1680 yards after passing Kirkton LC (AOCL). The existing AWS track equipment for Kirkton LC warning board (Up direction) will also apply to this warning indicator in the Down direction.

(24)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN KIRKCONNEL AND NEW CUMNOCK - An Additional Permanent Speed Restriction of 40 mph on the Up and Down Main lines has been introduced Over U/B 192, 58m 100yds and 58m 70yds.

(See Section D of this Notice)

In connection with this speed restriction :-

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided on the Up line 10 yards before reaching overbridge 190, together with AWS track equipment.

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided on the Down line 977 yards before reaching underbridge 192, together with AWS track equipment.

(22)

BETWEEN POLLOKSHAW WEST AND CROSSMYLOOF - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Muirhouse South Jn and North Jn on the Down Barrhead line has been provided 532 yards before reaching Down Barrhead signal G645, together with associated AWS track equipment.

(23)

FALKIRK HIGH - The Down platform has been lengthened by 10 yards at the Greenhill Jn end.

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

(23)

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 - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL", dated July 1991, has been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

(21)

YOKER RESIGNALLING - The undernoted additions/amendments are necessary to the special notice entitled "YOKER RESIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL" dated July, 1991.

Page 1METHOD OF WORKING

The second paragraph is Amended to read :-

"The Regulations for One Train Working on Single Lines where a Train Staff is not provided will apply on the Drumgelloch branch and on the single goods line between Sunnyside Jn and Gunnie Yard."

Page 3Additional :-GROUND FRAMES

A new 1 lever ground frame will be provided at Airdrie controlling access to the S&T siding. This will be released by an Annett's Key normally kept in a lockfast box adjacent to the ground frame.

DIAGRAM

The AWS track equipment on the Drumgelloch branch applying to signal YS155 (Airdrie, platform 2) is not suppressed for movements in the Up direction on the single line and a cancelling indicator is provided 200 yards on the Drumgelloch side of the AWS track equipment.

(23)

INVERURIE - The trainmen's telephone (for Rule Book, Section H purposes), located at the Aberdeen end of the Down main platform, has been repositioned 10 yards nearer the box.

(23)

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

KING EDWARD BRIDGE SOUTH JN - The secured out of use facing connection in the Down Main line at approximately 79½ mile post has been plain lined.

(22)

KING EDWARD BRIDGE SOUTH JN - The secured out of use trailing connection in the Up Main line at approximately 79½ mile post has been plain lined.

(23)

- \*\* BETWEEN ACKLINGTON AND WOODEN GATE CROSSOVERS - The permanent speed  
 \* restriction of 80 mph on the Down line between 30m.p. and 30½m.p. has been raised to 85 mph.

The permanent speed restrictions of 80 mph on the Down line between 30½m.p. and 31m. 67ch. and of 100 mph on the Down line between 31m 67ch and 33m 61ch have been raised to 110 mph.

The permanent speed restriction of 100 mph on the Up line between 33m 61ch and 30½m.p. has been raised to 110 mph.

(See Section 'D' of this Notice)

(21)

- \*\* BETWEEN ACKLINGTON AND ALNMOUTH

\* Footpath Crossing (at 32m.70ch.)

Whistle Boards have been erected as follows:-

Up Main line - 305 yards before reaching the crossing.

Down Main line (Up direction) - 195 yards before reaching the crossing.

(21)

- \*\* ALNMOUTH STATION - The operational length of both Down and Up platforms at  
 \* Alnmouth has been increased to 255 yards (233 metres).

(21)



(PRIVATE and not for publication)

MOVEMENTS  
MGR Room 323

BR31015

SCOTRAIL<sup>≠</sup>

NO.22

## WEEKLY OPERATING NOTICE

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

SATURDAY 24 AUGUST 1991  
to  
FRIDAY 30 AUGUST 1991  
INCLUSIVE

WON22-C1

### SECTION C

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

##### SATURDAY/SUNDAY 24/25 AUGUST - KING EDWARD BRIDGE SOUTH JN

The secured out of use connections in the Down Carlisle line and the Down/Up Slow line at King Edward Bridge South Jn will be replaced by plain line. Some track realignment will also take place. (25)

SUNDAY 25 AUGUST - CARDROSS - The existing manned barrier level crossing will be converted to a CCTV (Closed-Circuit Television) installation controlled from Craigendoran box.

The undernoted signalling alterations will be carried out in association with this work:-

Down Helensburgh signal C633 will be repositioned 700 yards nearer Helensburgh at the Helensburgh end of Cardross Down platform, on left of drivers, red aspect 12 feet above rail level, application unaltered. A telephone with black and white diagonal striped sign will be provided together with associated AWS track equipment.

Down Helensburgh signal C633R will be repositioned 770 yards nearer Helensburgh, on left of drivers, 1153 yards on the approach to repositioned signal C633, yellow aspect 11 feet above rail level, application unaltered. Associated AWS track equipment will be provided.

A new automatic colour light signal, plated C632, capable of displaying a red or green aspect, will be provided on the Up Helensburgh line 1420 yards on the Dumbarton side of signal C634, on left of drivers, red aspect 12 feet above rail level. Signal C632 will apply to signal D1. A telephone with black and white diagonal striped sign will be provided together with associated AWS track equipment.

Up Helensburgh signal C634, at Cardross station, will be altered to be capable of displaying a red, yellow or green aspect and will now apply to signal C632.

The altered arrangements are shown on the sketch on page C5 of this notice. (25)

#### DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - Up North connecting line signal M146 is now approach 11t.. (23)



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

\* \* BETWEEN KIRKCONNEL AND NEW CUMNOCK - An Additional Permanent Speed Restriction of 40 mph on the Up and Down Main Lines has been introduced Over U/B 192, 58m 100yds and 58m 70yds.

(See Section D of this Notice)

In connection with this speed restriction :-

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided on the Up line 10 yards before reaching overbridge 190, together with AWS track equipment.

A permanent speed restriction warning indicator (Rule Book Appendix 2.2) has been provided on the Down line 977 yards before reaching underbridge 192, together with AWS track equipment. (22)

BETWEEN POLLOKSHAW WEST AND CROSSMYLOOF - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Muirhouse South Jn and North Jn on the Down Barrhead line has been provided 532 yards before reaching Down Barrhead signal G645, together with associated AWS track equipment. (23)

FALKIRK HIGH - The Down platform has been lengthened by 10 yards at the Greenhill Jn end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (23)

YOKER RESIGNALLING - The undernoted additions/amendments are necessary to the special notice entitled "YOKER RESIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL" dated July, 1991.

Page 1METHOD OF WORKING

The second paragraph is Amended to read :-

"The Regulations for One Train Working on Single Lines where a Train Staff is not provided will apply on the Drumgelloch branch and on the single goods line between Sunnyside Jn and Gunnie Yard."

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT continuedYOKER RESIGNALLING - continuedPage 3Additional :-GROUND FRAMES

A new 1 lever ground frame will be provided at Airdrie controlling access to the S&T siding. This will be released by an Annett's Key normally kept in a lockfast box adjacent to the ground frame.

DIAGRAM

The AWS track equipment on the Drumgelloch branch applying to signal YS155 (Airdrie, platform 2) is not suppressed for movements in the Up direction on the single line and a cancelling indicator is provided 200 yards on the Drumgelloch side of the AWS track equipment. (23)

BETWEEN TORNESS GSP AND DUNBAR - The permanent speed restriction of 110 mph on the Down line Over curves, 31m 900 yards and 29m 950 yards has been Amended to become 105 mph between 31m 900 yards and 31 mp and 110 mph between 31 mp and 29m 950 yards. (24)

See Section D of this Notice

INVERURIE - The trainmen's telephone (for Rule Book, Section H purposes), located at the Aberdeen end of the Down main platform, has been repositioned 10 yards nearer the box. (23)

BETWEEN ARDGAY AND CULRAIN - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Over curves, 60m 1630 yards and 61m 220 yards, which applies to all trains including Class 15X Series DMU's, has been provided on the Down single line 990 yards before reaching Culrain Station, together with associated AWS track equipment. (24)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ROGART AND BRORA - Permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with the 45 mph speed restriction on the Up and Down single line Over Curves, 84m 290 yards and 84m 1120 yards, which applies to Class 15X Series DMU's only, have been provided as follows :-

Up direction

The warning indicator has been provided 165 yards before reaching underbridge No.213, together with associated AWS track equipment.

Down direction

The warning indicator has been provided 1680 yards after passing Kirkton LC (AOCL). The existing AWS track equipment for Kirkton LC warning board (Up direction) also applies to this warning indicator in the Down direction. (24)

\*\* KING EDWARD BRIDGE SOUTH JN - The secured out of use facing connection in the Down Main line at approximately 79½ mile post has been plain lined. (22)

KING EDWARD BRIDGE SOUTH JN - The secured out of use trailing connection in the Up Main line at approximately 79½ mile post has been plain lined. (23)

OXHEYS - Permissive Working has been re-instated on the Up Goods Loop. (24)

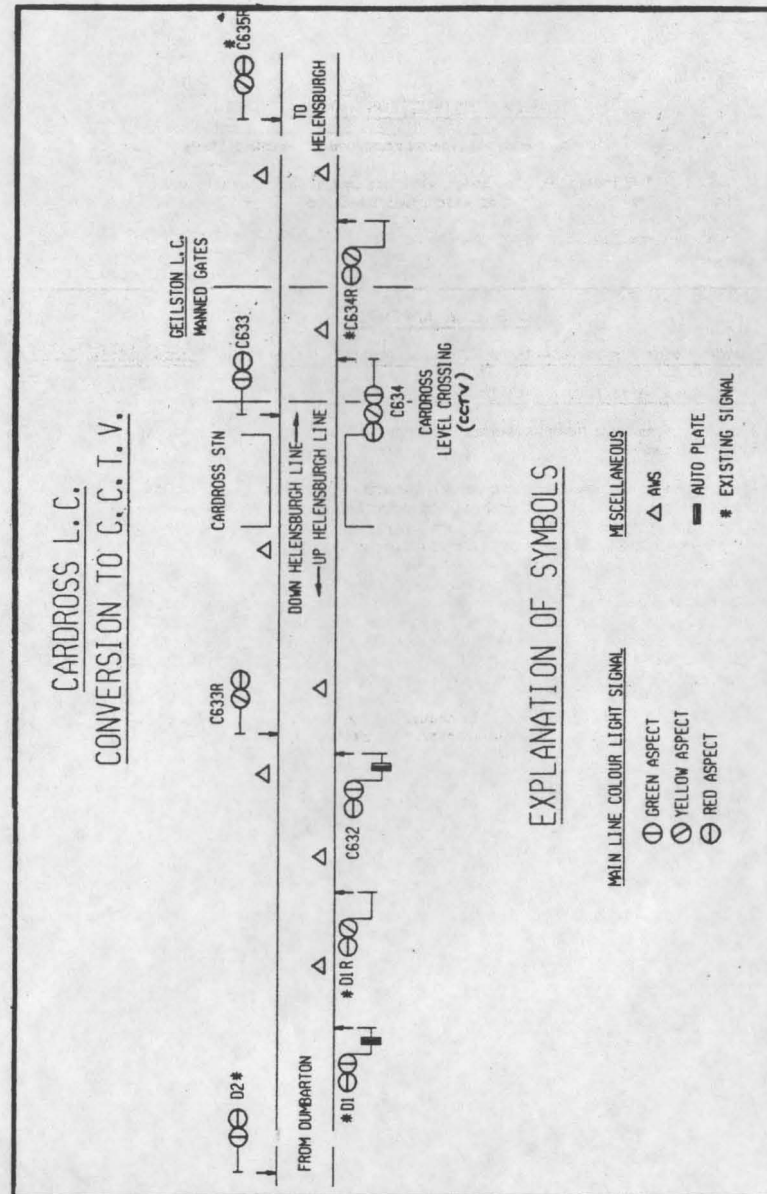
BARTON & BROUGHTON - Permissive Working has been re-instated on the Down Passenger Loop. (24)

\*\* OUBECK - Permissive working has been withdrawn on the Down and Up Goods Loops. (22)

BETWEEN TEBAY NORTH AND SHAP SUMMIT (GF) - The existing 100 mph permanent speed restriction which applies over the Down and Up lines between 37 mp and 37m 23 chs has been amended to apply between 37 mp and 38m 23 chs.

(See Section D of this Notice) (24)

\*\* BETWEEN KINGMOOR AND CALDEW JN - Permissive working has been withdrawn on the Up Goods Line. (22)





(PRIVATE and not for publication)

MOVEMENTS MGR  
Room 323  
BR31015

SCOTRAIL<sup>≠</sup>

NO.23

## WEEKLY OPERATING NOTICE

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

SATURDAY 31 AUGUST 1991  
to  
FRIDAY 6 SEPTEMBER 1991  
INCLUSIVE

WON23-C1

### SECTION C

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

#### HUNTERSTON LOW LEVEL

UNTIL FURTHER NOTICE - The Low Level sidings have been put out of use and a buffer stop erected immediately on the Low Level side of signal PH528.

(25)

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

SUNDAY 1 SEPTEMBER - DUMBARTON CENTRAL - The connections Down passenger loop to Down main and Up and Down goods loop to Down main, at the Dalreoch end, will be renewed and remodelled. The connection from the Up and Down goods loop will be realigned to connect into the Down passenger loop, on the Dalreoch side of Down passenger loop signal D22.

The Down passenger loop and the Up and Down goods loop will be temporarily secured out of use, pending final commissioning arrangements in this area, and must only be used in an emergency in accordance with the special instructions issued locally.

In consequence, the undernoted signalling alterations will be carried out :-

Down passenger loop signal D22 will be renewed 8 yards nearer the box, on left of drivers, capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level. A telephone with black and white diagonal striped sign will be provided. The associated AWS track equipment will not be altered.

A new ground position light signal, plated D21, will be provided at the Dalreoch end of the Up and Down goods loop.

All signal routes to/from the Down passenger loop and the Up and Down goods loop, at the Dalreoch end, will be disconnected.

(26)



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

SUNDAY 1 SEPTEMBER - CARDROSS - The existing manned barrier level crossing will be converted to a CCTV (Closed-Circuit Television) installation controlled from Craigendoran box.

The undernoted signalling alterations will be carried out in association with this work:-

Down Helensburgh signal C633 will be repositioned 700 yards nearer Helensburgh at the Helensburgh end of Cardross Down platform, on left of drivers, red aspect 12 feet above rail level, application unaltered. A telephone with black and white diagonal striped sign will be provided together with associated AWS track equipment.

Down Helensburgh signal C633R will be repositioned 770 yards nearer Helensburgh, on left of drivers, 1153 yards on the approach to repositioned signal C633, yellow aspect 11 feet above rail level, application unaltered. Associated AWS track equipment will be provided.

A new automatic colour light signal, plated C632, capable of displaying a red or green aspect, will be provided on the Up Helensburgh line 1420 yards on the Dumbarton side of signal C634, on left of drivers, red aspect 12 feet above rail level. Signal C632 will apply to signal D1. A telephone with black and white diagonal striped sign will be provided together with associated AWS track equipment.

Up Helensburgh signal C634, at Cardross station, will be altered to be capable of displaying a red, yellow or green aspect and will now apply to signal C632.

The altered arrangements are shown on the sketch on page C6 of this notice. (26)

SUNDAY 1 SEPTEMBER - GARVE STATION - The Up platform will be temporarily shortened by 15 yards at the Dingwall end, and the Down platform by 30 yards at the Kyle end.

The duplicate Driver's Plunger, at present located on the footbridge at the Kyle end of the Down platform, will be moved to the gable end of the waiting shelter.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this station. (26)

MONDAY 2 SEPTEMBER - HAYMARKET - The AWS track equipment associated with Down South signal EH511 will be repositioned 30 yards nearer the signal. (26)

MONDAY 2 SEPTEMBER - COWLAIRS - Carriage sidings Nos 4, 6, 8, 10, 12 and 13 will be shortened by various lengths, and No 5 siding will be slewed towards No 4 road. (26)

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

\* \* NEWTON - Up North connecting line signal M146 is now approach lit. (23)

\* \* BETWEEN POLLOKSHAWS WEST AND CROSSMYLOOF - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Muirhouse South Jn and North Jn on the Down Barrhead line has been provided 532 yards before reaching Down Barrhead signal G645, together with associated AWS track equipment. (23)

\* \* FALKIRK HIGH - The Down platform has been lengthened by 10 yards at the Greenhill Jn end.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (23)

\* \* YOKER RESIGNALLING - The undernoted additions/amendments are necessary to the special notice entitled "YOKER RESIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL" dated July, 1991.

Page 1METHOD OF WORKING

The second paragraph is Amended to read :-

"The Regulations for One Train Working on Single Lines where a Train Staff is not provided will apply on the Drumgelloch branch and on the single goods line between Sunnyside Jn and Gunnie Yard."

Page 3Additional :-GROUND FRAMES

A new 1 lever ground frame will be provided at Airdrie controlling access to the S&T siding. This will be released by an Annett's Key normally kept in a lockfast box adjacent to the ground frame.

DIAGRAM

The AWS track equipment on the Drumgelloch branch applying to signal YS155 (Airdrie, platform 2) is not suppressed for movements in the Up direction on the single line and a cancelling indicator is provided 200 yards on the Drumgelloch side of the AWS track equipment. (23)

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

BETWEEN TORNESS GSP AND DUNBAR - The permanent speed restriction of 110 mph on the Down line Over curves, 31m 900 yards and 29m 950 yards has been Amended to become 105 mph between 31m 900 yards and 31 mp and 110 mph between 31 mp and 29m 950 yards.

See Section D of this Notice

(24)

- \* \* INVERURIE - The trainmen's telephone (for Rule Book, Section H purposes), located
- \* at the Aberdeen end of the Down main platform, has been repositioned 10 yards nearer the box.

(23)

BETWEEN ARDGAY AND CULRAIN - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Over curves, 60m 1630 yards and 61m 220 yards, which applies to all trains including Class 15X Series DMU's, has been provided on the Down single line 990 yards before reaching Culrain Station, together with associated AWS track equipment.

(24)

BETWEEN ROGART AND BRORA - Permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with the 45 mph speed restriction on the Up and Down single line Over Curves, 84m 290 yards and 84m 1120 yards, which applies to Class 15X Series DMU's only, have been provided as follows :-

Up direction

The warning indicator has been provided 165 yards before reaching underbridge No.213, together with associated AWS track equipment.

Down direction

The warning indicator has been provided 1680 yards after passing Kirkton LC (AOCL). The existing AWS track equipment for Kirkton LC warning board (Up direction) also applies to this warning indicator in the Down direction.

(24)

- \* \* KING EDWARD BRIDGE SOUTH JN - The secured out of use trailing connection in the up
- \* Main line at approximately 79½ mile post has been plain lined.

(23)

KING EDWARD BRIDGE SOUTH JN - The secured out of use connections in the Down Carlisle line and the Down/Up slow line at King Edward bridge South Jn have been replaced by plain line. Some track realignment has also taken place.

(25)

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

OXHEYS - Permissive Working has been re-instated on the Up Goods Loop.

(24)

BARTON & BROUGHTON - Permissive Working has been re-instated on the Down Passenger Loop.

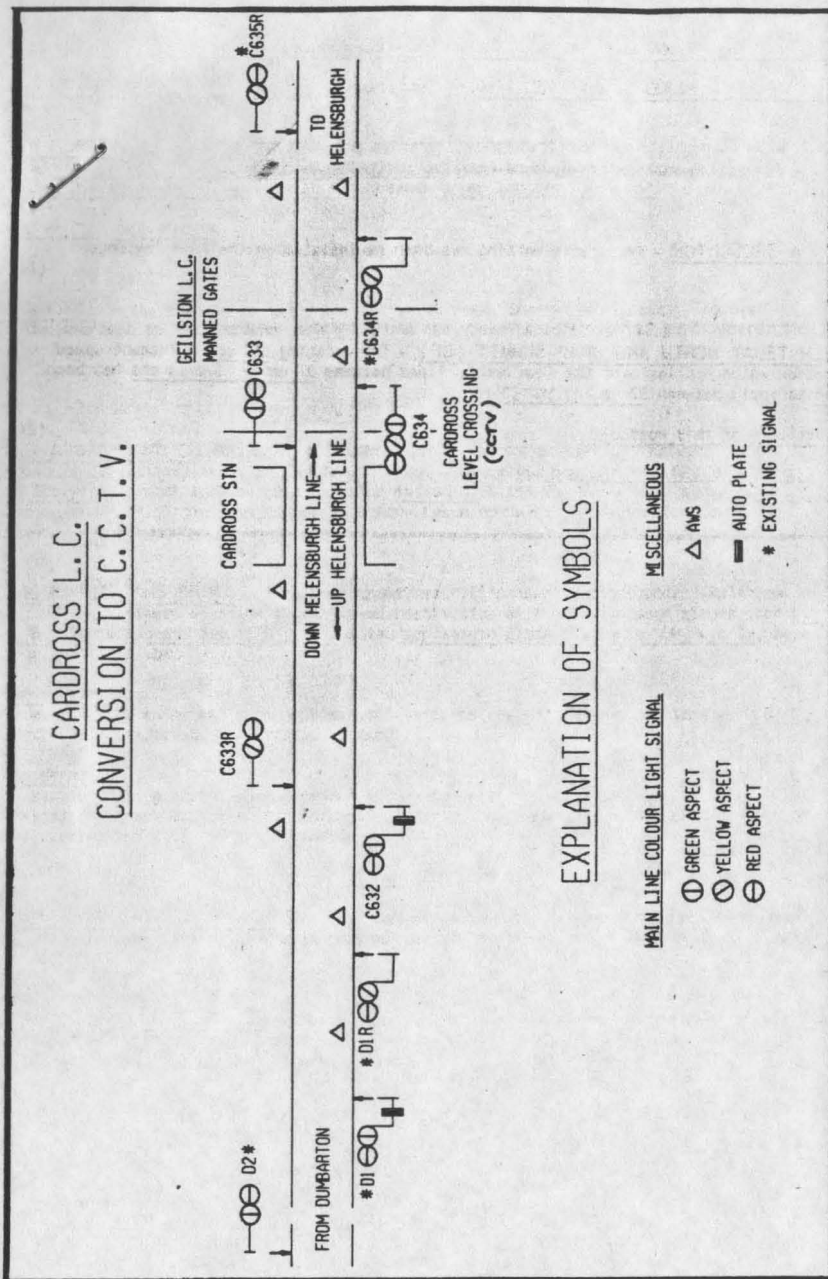
(24)

BETWEEN TEBAY NORTH AND SHAP SUMMIT (GF) - The existing 100 mph permanent speed restriction which applies over the Down and Up lines between 37 mp and 37m 23 chs has been amended to apply between 37 mp and 38m 23 chs.

(See Section D of this Notice)

(24)



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

RULE BOOK APPENDIX

Explanatory notes for amendments to Rule Book Appendix 2 published in this notice.

Diesel Multiple Units fitted with Track Circuit Actuators (TCA).

These instructions have been reviewed. The revised instruction contains the following changes :-

Provision is made to move a vehicle with a defective TCA from a stabling point into service in a working which enables its return directly to a maintenance depot for repairs, provided it is not marshalled as the first or last vehicle. This is shown in the Exception following clause 2.

The requirement for the Driver to reduce speed immediately to not more than 5 mph if a TCA becomes defective in service no longer applies. The revised instruction permits the train to continue at normal speed, although the Signaller must still be advised as quickly as possible. The Driver must, however, approach cautiously and not pass over any automatic crossing or any barrow or foot crossing with white light indications unless he has ensured it is safe to do so. (Clause 3)

Clauses 1, 4, and 5 are unaltered. In clause 6, the words "... to resume normal speed ..." now read "... to continue at normal speed...".

Hauling of Dead Traction Units

The underframe strength of lightweight DMUs has been re-evaluated and attention is drawn to the "Exception" following clause 4.2.

(MM/S/110/RBA) (24/8/91)



(PRIVATE and not for publication)

BR31015

MOVEMENTS MNGR R. 323

SCOTRAIL

NO.24

## WEEKLY OPERATING NOTICE

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

SATURDAY 7 SEPTEMBER 1991

to

FRIDAY 13 SEPTEMBER 1991

INCLUSIVE

WON24-C1

### SECTION C

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

SUNDAY 8 SEPTEMBER - BETWEEN AUCHENGRAY LC (AHB) AND CURRIEHILL - The permanent speed restrictions of 80mph on the Down line between 84m 530 yards and 85mp, and of 75mph on the Up line between 92m 1230 yards and 92m 70 yards will No Longer Apply.

(See Section D of this Notice)

(27)

SUNDAY 8 SEPTEMBER - BETWEEN ANNAN AND DUMFRIES - The permanent speed restriction of 70mph on the Down line between 99m 1100 yards and 98m 1100 yards will No Longer Apply.

The permanent speed restriction of 70 mph on the Up line between 99mp and 101½mp will be altered to be between 99m 1100 yards and 101½mp.

The permanent speed restriction of 70mph on the Up line between 95mp and 95m 1430 yards will No Longer Apply.

(See Section D of this Notice)

(27)

SUNDAY 8 SEPTEMBER - FALKIRK GRAHAMSTON - The Down platform will be lengthened by 18 yards at the Glasgow end.

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

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

(27)

SUNDAY 8 SEPTEMBER - DUMBARTON CENTRAL - The connection Up and Down goods loop to CE siding/High Bank siding, together with the associated 2 lever ground frame, will be disconnected and secured out of use.

(27)

SUNDAY 8 SEPTEMBER - LOCHGELLY STATION - The Up platform will be temporarily shortened by 26 yards at the Cowdenbeath end.

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

(27)

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

SUNDAY 8 SEPTEMBER - BLAIR ATHOLL STATION - The Down platform will be temporarily shortened by 88 yards at the Dalwhinnie end.

The 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. (27)

SUNDAY 8 SEPTEMBER - CARRBRIDGE - The Up (main) platform will be temporarily shortened by 142 yards at the Inverness end.

The portion of Up (main) platform at the Perth end, previously taken out of use, will be re-instated.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (27)

DETAILS OF WORK ALREADY CARRIED OUT

HUNTERSTON LOW LEVEL - The Low Level sidings have been put out of use and a buffer stop erected immediately on the Low Level side of signal PH528. (25)

HAYMARKET - The AWS track equipment associated with Down South signal EH511 has been repositioned 30 yards nearer the signal. (26)

COWLAIRS - Carriage sidings Nos 4, 6, 8, 10, 12 and 13 have been shortened by various lengths, and No 5 siding has been slewed towards No 4 road. (26)

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

DUMBARTON CENTRAL - The connections Down passenger loop to Down main and Up and Down goods loop to Down main, at the Dalreoch end, have been renewed and remodelled. The connection from the Up and Down goods loop has been realigned to connect into the Down passenger loop, on the Dalreoch side of Down passenger loop signal D22.

The Down passenger loop and the Up and Down goods loop have been temporarily secured out of use, pending final commissioning arrangements in this area, and must only be used in an emergency in accordance with the special instructions issued locally.

In consequence, the undernoted signalling alterations have been carried out :-

Down passenger loop signal D22 has been renewed 8 yards nearer the box, on left of drivers, capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level. A telephone with black and white diagonal striped sign has been provided. The associated AWS track equipment is unaltered.

A new ground position light signal, plated D21, has been provided at the Dalreoch end of the Up and Down goods loop.

All signal routes to/from the Down passenger loop and the Up and Down goods loop, at the Dalreoch end, have been disconnected. (26)

CARDROSS - The existing manned barrier level crossing has been converted to a CCTV (Closed-Circuit Television) installation controlled from Craigendoran box.

The undernoted signalling alterations have been carried out in association with this work:-

Down Helensburgh signal C633 has been repositioned 700 yards nearer Helensburgh at the Helensburgh end of Cardross Down platform, on left of drivers, red aspect 12 feet above rail level, application unaltered. A telephone with black and white diagonal striped sign has been provided together with associated AWS track equipment.

Down Helensburgh signal C633R has been repositioned 770 yards nearer Helensburgh, on left of drivers, 1153 yards on the approach to repositioned signal C633, yellow aspect 11 feet above rail level, application unaltered. Associated AWS track equipment has been provided.

A new automatic colour light signal, plated C632, capable of displaying a red or green aspect, has been provided on the Up Helensburgh line 1420 yards on the Dumbarton side of signal C634, on left of drivers, red aspect 12 feet above rail level. Signal C632 applies to signal D1. A telephone with black and white diagonal striped sign has been provided together with associated AWS track equipment.

Up Helensburgh signal C634, at Cardross station, has been altered to be capable of displaying a red, yellow or green aspect and now applies to signal C632.

The altered arrangements are shown on the sketch on page C6 of this notice. (26)



WON24-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* BETWEEN TORNESS GSP AND DUNBAR - The permanent speed restriction of 110 mph on the Down line Over curves, 31m 900 yards and 29m 950 yards has been Amended to become 105 mph between 31m 900 yards and 31 mp and 110 mph between 31 mp and 29m 950 yards.

See Section D of this Notice

(24)

GARVE STATION - The Up platform has been temporarily shortened by 15 yards at the Dingwall end, and the Down platform by 30 yards at the Kyle end.

The duplicate Driver's Plunger, previously located on the footbridge at the Kyle end of the Down platform, has been repositioned to be post mounted at the location of the former waiting shelter.

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

(26)

- \* \* BETWEEN ARDGAY AND CULRAIN - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 30 mph speed restriction Over curves, 60m 1630 yards and 61m 220 yards, which applies to all trains including Class 15X Series DMU's, has been provided on the Down single line 990 yards before reaching Culrain Station, together with associated AWS track equipment.

(24)

- \* \* BETWEEN ROGART AND BRORA - Permanent speed restriction warning indicators (Rule Book Appendix 2.2) associated with the 45 mph speed restriction on the Up and Down single line Over Curves, 84m 290 yards and 84m 1120 yards, which applies to Class 15X Series DMU's only, have been provided as follows :-

Up direction

The warning indicator has been provided 165 yards before reaching underbridge No.213, together with associated AWS track equipment.

Down direction

The warning indicator has been provided 1680 yards after passing Kirkton LC (AOCL). The existing AWS track equipment for Kirkton LC warning board (Up direction) also applies to this warning indicator in the Down direction.

(24)

WON24-C5

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KING EDWARD BRIDGE SOUTH JN - The secured out of use connections in the Down Carlisle line and the Down/Up slow line at King Edward bridge South Jn have been replaced by plain line. Some track realignment has also taken place.

(25)

- \* \* OXHEYS - Permissive Working has been re-instated on the Up Goods Loop.

(24)

- \* \* BARTON & BROUGHTON - Permissive Working has been re-instated on the Down Passenger Loop.

(24)

- \* \* BETWEEN TEBAY NORTH AND SHAP SUMMIT (GF) - The existing 100 mph permanent speed restriction which applies over the Down and Up lines between 37 mp and 37m 23 chs has been amended to apply between 37 mp and 38m 23 chs.

(See Section D of this Notice)

(24)



(PRIVATE and not for publication)

BR31015

MOVEMENTS MNGR R.323

SCOTRAIL

NO.25

WEEKLY OPERATING NOTICE

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

SATURDAY 14 SEPTEMBER 1991

to

FRIDAY 20 SEPTEMBER 1991

INCLUSIVE

WON25-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 14 SEPTEMBER - OUBECK - Permissive working will be reinstated on the Down and Up Goods Loops. (28)

SATURDAY 14 SEPTEMBER - BETWEEN KINGMOOR AND CALDEW JN - Permissive working will be reinstated on the Up Goods Line. (28)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN AUCHENGRAY LC (AHB) AND CURRIEHILL - The permanent speed restrictions of 80mph on the Down line between 84m 530 yards and 85m, and of 75mph on the Up line between 92m 1230 yards and 92m 70 yards No Longer Apply. (27)

(See Section D of this Notice)

BETWEEN ANNAN AND DUMFRIES - The permanent speed restriction of 70mph on the Down line between 99m 1100 yards and 98m 1100 yards No Longer Applies. (27)

The permanent speed restriction of 70 mph on the Up line between 99m and 101m has been altered to be between 99m 1100 yards and 101m.

The permanent speed restriction of 70mph on the Up line between 95m and 95m 1430 yards No Longer Applies. (27)

(See Section D of this Notice)

\*\* HUNTERSTON LOW LEVEL - The Low Level sidings have been put out of use and a buffer stop erected immediately on the Low Level side of signal PH528. (25)

HAYMARKET - The AWS track equipment associated with Down South signal EH511 has been repositioned 30 yards nearer the signal. (26)

WON25-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

COWLAIRS - Carriage sidings Nos 4, 6, 8, 10, 12 and 13 have been shortened by various lengths, and No 5 siding has been slewed towards No 4 road.

(26)

FALKIRK GRAHAMSTON - The Down platform has been lengthened by 18 yards at the Glasgow end.

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

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

(27)

DUMBARTON CENTRAL - The connections Down passenger loop to Down main and Up and Down goods loop to Down main, at the Dalreoch end, have been renewed and remodelled. The connection from the Up and Down goods loop has been realigned to connect into the Down passenger loop, on the Dalreoch side of Down passenger loop signal D22.

The Down passenger loop and the Up and Down goods loop have been temporarily secured out of use, pending final commissioning arrangements in this area, and must only be used in an emergency in accordance with the special instructions issued locally.

In consequence, the undernoted signalling alterations have been carried out :-

Down passenger loop signal D22 has been renewed 8 yards nearer the box, on left of drivers, capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level. A telephone with black and white diagonal striped sign has been provided. The associated AWS track equipment is unaltered.

A new ground position light signal, plated D21, has been provided at the Dalreoch end of the Up and Down goods loop.

All signal routes to/from the Down passenger loop and the Up and Down goods loop, at the Dalreoch end, have been disconnected.

(26)

DUMBARTON CENTRAL - The connection Up and Down goods loop to CE siding/High Bank siding, together with the associated 2 lever ground frame, has been disconnected and secured out of use.

(27)

WON25-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CARDROSS - The existing manned barrier level crossing has been converted to a CCTV (Closed-Circuit Television) installation controlled from Craigendoran box.

The undernoted signalling alterations have been carried out in association with this work:-

Down Helensburgh signal C633 has been repositioned 700 yards nearer Helensburgh at the Helensburgh end of Cardross Down platform, on left of drivers, red aspect 12 feet above rail level, application unaltered. A telephone with black and white diagonal striped sign has been provided together with associated AWS track equipment.

Down Helensburgh signal C633R has been repositioned 770 yards nearer Helensburgh, on left of drivers, 1153 yards on the approach to repositioned signal C633, yellow aspect 11 feet above rail level, application unaltered. Associated AWS track equipment has been provided.

A new automatic colour light signal, plated C632, capable of displaying a red or green aspect, has been provided on the Up Helensburgh line 1420 yards on the Dumbarton side of signal C634, on left of drivers, red aspect 12 feet above rail level. Signal C632 applies to signal D1. A telephone with black and white diagonal striped sign has been provided together with associated AWS track equipment.

Up Helensburgh signal C634, at Cardross station, has been altered to be capable of displaying a red, yellow or green aspect and now applies to signal C632.

The altered arrangements are shown on the sketch on page C5 of this notice.

(26)

LOCHGELLY STATION - The Up platform has been temporarily shortened by 26 yards at the Cowdenbeath end.

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

(27)

BLAIR ATHOLL STATION - The Down platform has been temporarily shortened by 88 yards at the Dalwhinnie end.

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.

(27)

CARRBRIDGE - The Up (main) platform has been temporarily shortened by 142 yards at the Inverness end.

The portion of Up (main) platform at the Perth end, previously taken out of use, has been re-instated.

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

(27)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**GARVE STATION** - The Up platform has been temporarily shortened by 15 yards at the Dingwall end, and the Down platform by 30 yards at the Kyle end.

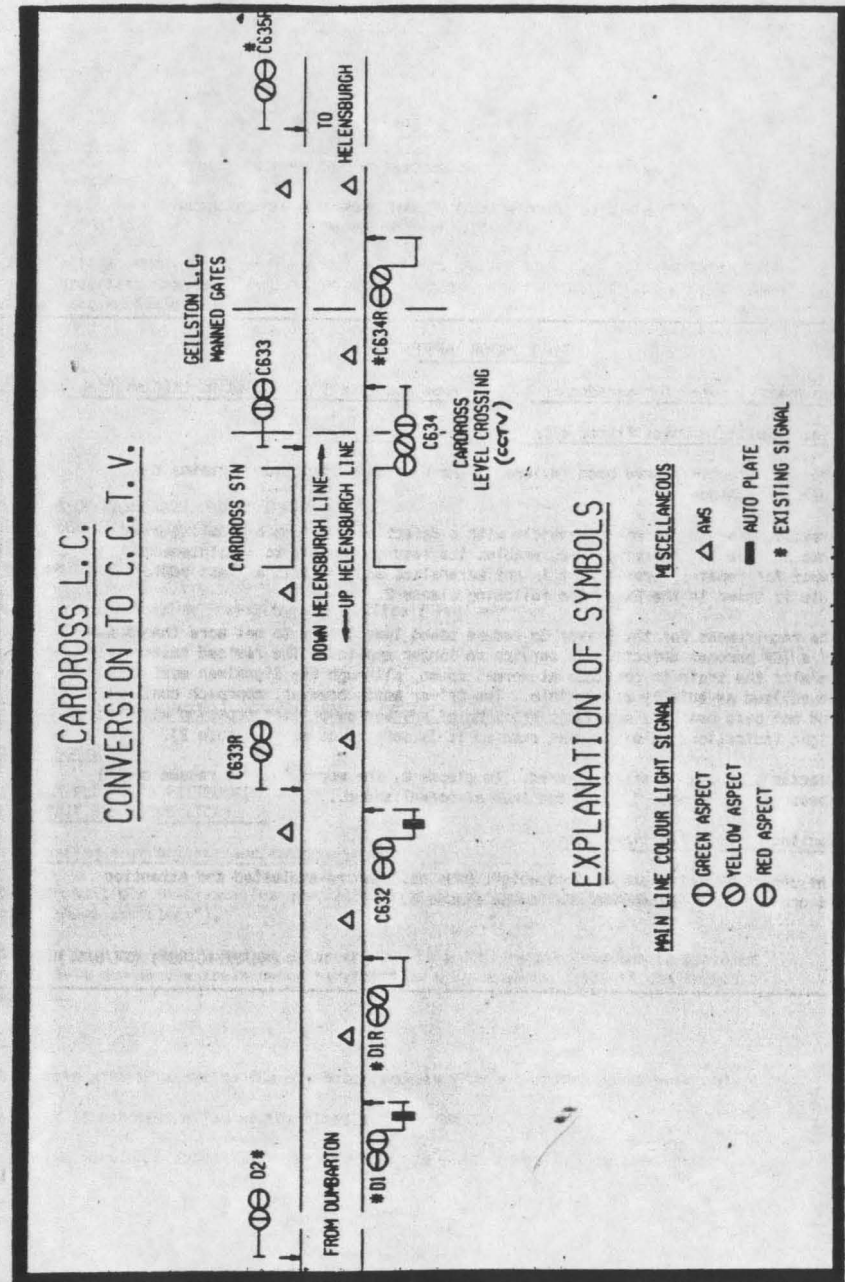
The duplicate Driver's Plunger, previously located on the footbridge at the Kyle end of the Down platform, has been repositioned to be post mounted at the location of the former waiting shelter.

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

(26)

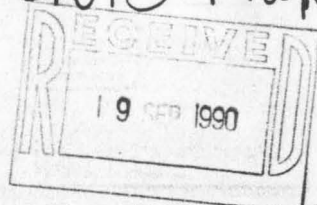
\*\* **BETWEEN ARDGAY AND CULRAIN** - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 20 mph speed restriction over curves, 60m 1630 yards and 61m 220 yards, which applies to all trains including Class 15X Series DMU's, has been provided on the Down single line 990 yards before reaching Culrain station, together with associated AWS track equipment. (25)

\*\* **KING EDWARD BRIDGE SOUTH JN** - The secured out of use connections in the Down Carlisle line and the Down/Up slow line at King Edward bridge South Jn have been replaced by plain line. Some track realignment has also taken place. (25)





MOVEMENTS MNGR. Rm 313



SCOTRAIL<sup>≠</sup>

NO.26

# WEEKLY OPERATING NOTICE

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

**SATURDAY 21 SEPTEMBER 1991**

to

**FRIDAY 27 SEPTEMBER 1991**

**INCLUSIVE**

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

CONTAINERBASE JN TO GREENOCK CPA TERMINAL (GOODS LINE) - The connection Wemyss Bay single line to CPA Terminal branch line has been secured out of use until further notice. (28)

COATBRIDGE FREIGHTLINER TERMINAL - No. 1 Cripple siding has been extended at the Motherwell end to connect into No. 5 Crane siding in hand points. (28)

### DETAILS OF WORK REFERRED TO IN SECTION B

#### SUNDAY 22 SEPTEMBER - BETWEEN ANNAN AND DUMFRIES -

Triangular permanent speed restriction warning indicators (Rule Book, Appendix 2.2) to replace existing illuminated circular indicators at the same locations and retaining existing AWS track equipment will be provided in association with the following permanent speed restrictions :-

Up line 30 m.p.h., Through station on main line and over curve, 91m 1210 yards and 92m 700 yards

Down line 45 m.p.h., Over Curve, 92m 700 yards and 92m.p. (29)

SUNDAY 22 SEPTEMBER - BETWEEN GREENOCK WEST AND GOUROCK - The permanent speed restriction of 40 mph on the Up and Down lines over curves, 125m 20 yards and 126 m 440 yards will be altered to become 40 mph over curves 125m 20 yards and 125m 240 yards, 10 mph between 125m 240 yards and 125m 340 yards, and 40 mph over curves 125m 340 yards and 126m 440 yards.

Note As the Up line between Greenock West and Gourock has been temporarily put out of use (PON 190 page 65 refers) the above speed restrictions apply in the Up and Down directions on the Down line until the Up line is re instated.

(See Section D of this Notice)

(29)

WON26-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 22 SEPTEMBER - BETWEEN LANGLOAN AND CARMYLE

The permanent speed restriction of 40 mph on the Down line between 6m 750 yards and 5½ mp will be altered to become 40 mph on the Down line between 6m 750 yards and 6m 50 yards, 20 mph on the Down line between 6m 50 yards and 5m 1650 yards, and 40 mph on the Down line between 5m 1650 yards and 5½mp.

(See Section D of this Notice)

(29)

SUNDAY 22 SEPTEMBER - BETWEEN COWLAIRS WEST JN AND SIGHTHILL JN

Cowlairs West Jn area - The Down Branch Goods line and the Up Branch Goods line will be severed, and buffer stops erected 225 yards on the Sighthill Jn side of the trap points, and 275 yards on the Sighthill Jn side of outlet signal C8, respectively. The remaining portions of the goods lines will be redesignated Siding No 1 and Siding No 2, respectively. Existing Siding No 1 will be redesignated Siding No 3.

The signal route from Down Branch Passenger line signal No C45 to redesignated Siding No 1 will be temporarily disconnected, and there will be no rail access to redesignated Sidings Nos 1 and 2 until further notice. Existing Up Branch Goods line signal No C8 will remain in situ on redesignated Siding No 2.

Sighthill Jn area - All signals/signal routes leading from and to the existing Down and Up Goods lines will be removed.

A buffer stop will be erected on the existing Up Goods line, 100 yards on the Cowlairs side of Down Branch (Up direction) signal No 64, and the trap points on this line secured out of use pending removal.

The Up Branch end of the connection Up Branch to Up Main will be secured out of use, set for movements between the Branch and Main lines, pending removal.

The facing connection Up Main to Up Branch and the existing trap points on the Down Goods line will be secured out of use pending removal.

The altered permanent way and signalling arrangements associated with this work are shown on the sketch on pages C7 and C8 this Notice.

(See Section D of this Notice)

(29)

WON26-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 23 SEPTEMBER - BETWEEN WIDDRINGTON AND SMEAFIELD L.C.

The following Bridleway Crossings will be equipped with telephones as shown below:-

<u>Crossing No.</u>	<u>Location</u>	<u>Communication with</u>
143	23m. 75ch.	Morpeth S.B.
150	29m. 51ch.	Alnmouth S.B.
155	34m. 38ch.	"
155A	35m. 74ch.	"
158A	40m. 71ch.	"
163	45m. 10ch.	"
170	48m. 63ch.	Tweedmouth S.B.
177	53m. 79ch.	"

(29)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN AUCHENGRAY LC (AHB) AND CURRIEHILL - The permanent speed restrictions of 80mph on the Down line between 84m 530 yards and 85mp, and of 75mph on the Up line between 92m 1230 yards and 92m 70 yards No Longer Apply.

(See Section D of this Notice)

(27)

BETWEEN ANNAN AND DUMFRIES - The permanent speed restriction of 70mph on the Down line between 99m 1100 yards and 98m 1100 yards No Longer Applies.

The permanent speed restriction of 70 mph on the Up line between 99mp and 101½mp has been altered to be between 99m 1100 yards and 101½mp.

The permanent speed restriction of 70mph on the Up line between 95mp and 95m 1430 yards No Longer Applies.

(See Section D of this Notice)

(27)



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

- \* \* HAYMARKET - The AWS track equipment associated with Down South signal EH511 has been repositioned 30 yards nearer the signal.

(26)

- \* \* COWLAIRES - Carriage sidings Nos 4, 6, 8, 10, 12 and 13 have been shortened by various lengths, and No 5 siding has been slewed towards No 4 road.

(26)

FALKIRK GRAHAMSTON - The Down platform has been lengthened by 18 yards at the Glasgow end.

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

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

(27)

- \* \* DUMBARTON CENTRAL - The connections Down passenger loop to Down main and Up and Down goods loop to Down main, at the Dalreoch end, have been renewed and remodelled. The connection from the Up and Down goods loop has been realigned to connect into the Down passenger loop, on the Dalreoch side of Down passenger loop signal D22.

The Down passenger loop and the Up and Down goods loop have been temporarily secured out of use, pending final commissioning arrangements in this area, and must only be used in an emergency in accordance with the special instructions issued locally.

In consequence, the undernoted signalling alterations have been carried out :-

Down passenger loop signal D22 has been renewed 8 yards nearer the box, on left of drivers, capable of displaying a red, yellow or green aspect, red aspect 11 feet above rail level. A telephone with black and white diagonal striped sign has been provided. The associated AWS track equipment is unaltered.

A new ground position light signal, plated D21, has been provided at the Dalreoch end of the Up and Down goods loop.

All signal routes to/from the Down passenger loop and the Up and Down goods loop, at the Dalreoch end, have been disconnected.

(26)

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

- \* \* DUMBARTON CENTRAL - The connection Up and Down goods loop to CE siding/High Bank siding, together with the associated 2 lever ground frame, has been disconnected and secured out of use. (26)

- \* \* CARDROSS - The existing manned barrier level crossing has been converted to a CCTV (Closed-Circuit Television) installation controlled from Craigendoran box.

The undernoted signalling alterations have been carried out in association with this work:-

Down Helensburgh signal C633 has been repositioned 700 yards nearer Helensburgh at the Helensburgh end of Cardross Down platform, on left of drivers, red aspect 12 feet above rail level, application unaltered. A telephone with black and white diagonal striped sign has been provided together with associated AWS track equipment.

Down Helensburgh signal C633R has been repositioned 770 yards nearer Helensburgh, on left of drivers, 1153 yards on the approach to repositioned signal C633, yellow aspect 11 feet above rail level, application unaltered. Associated AWS track equipment has been provided.

A new automatic colour light signal, plated C632, capable of displaying a red or green aspect, has been provided on the Up Helensburgh line 1420 yards on the Dumbarton side of signal C634, on left of drivers, red aspect 12 feet above rail level. Signal C632 applies to signal D1. A telephone with black and white diagonal striped sign has been provided together with associated AWS track equipment.

Up Helensburgh signal C634, at Cardross station, has been altered to be capable of displaying a red, yellow or green aspect and now applies to signal C632.

The altered arrangements are shown on the sketch on page C9 of this notice. (26)

LOCHGELLY STATION - The Up platform has been temporarily shortened by 26 yards at the Cowdenbeath end.

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

(27)

BLAIR ATHOLL STATION - The Down platform has been temporarily shortened by 88 yards at the Dalwhinnie end.

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.

(27)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**CARRBRIDGE** - The Up (main) platform has been temporarily shortened by 142 yards at the Inverness end.

The portion of Up (main) platform at the Perth end, previously taken out of use, has been re-instated.

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

(27)

- \* \* **GARVE STATION** - The Up platform has been temporarily shortened by 15 yards at the
- \* Dingwall end, and the Down platform by 30 yards at the Kyle end.

The duplicate Driver's Plunger, previously located on the footbridge at the Kyle end of the Down platform, has been repositioned to be post mounted at the location of the former waiting shelter.

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

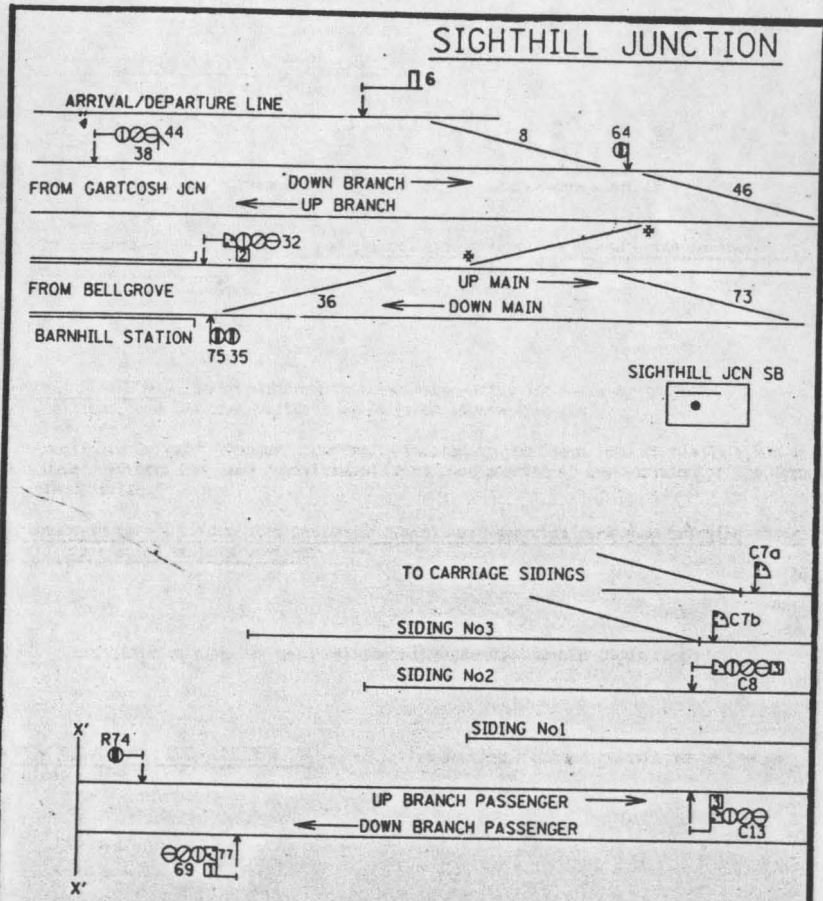
(26)

**OUBECK** - Permissive working has been reinstated on the Down and Up Goods Loops.

(28)

**BETWEEN KINGMOOR AND CALDEW JN** - Permissive working has been reinstated on the Up Goods Line.

(28)



**EXPLANATION OF SYMBOLS**

**MAIN LINE COLOUR LIGHT SIGNALS**

- ⊕ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊖ RED ASPECT

**BANNER REPEATER**

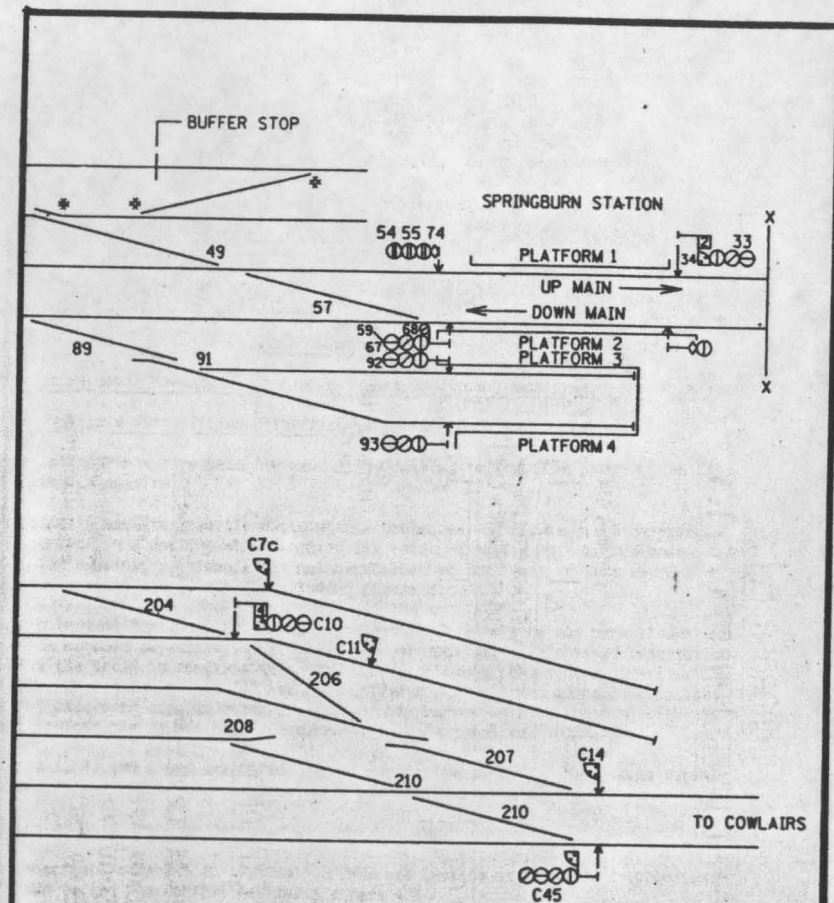
- ⊕ BANNER HORIZONTAL-SIGNAL 'ON'
- ⊙ BANNER AT 45°
- ⊖ SIGNAL 'OFF'

**POSITION LIGHT/SHUNTING SIGNALS**

- ⊕ POSITION LIGHT (NORMALLY OUT)
- ⊙ PROCEED ASPECT - 2 WHITE LIGHTS AT 45°
- ⊖ MINIATURE YELLOW
- ⊕ GROUND MOUNTED POSITION LIGHT

**SEMAPHORE SIGNALS**

- ⊕ STOP SIGNAL
- ⊙ GROUND DISC SHUNTING SIGNAL



**ROUTE INDICATORS**

- ⊕ JUNCTION TYPE (SEE RULE BOOK SECTION C)
- ⊙ THEATRE TYPE
- ⊖ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

**POINTS**

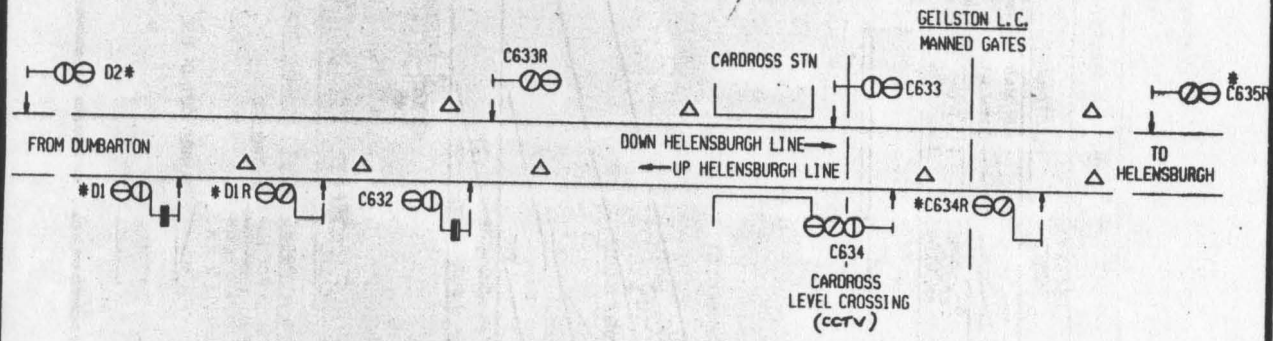
- ⊕ CONTROLLED
- \* SECURED OUT OF USE
- ⊖ HAND

**MISCELLANEOUS**

- ⊕ DIAMOND SIGN



CARDROSS L.C.  
CONVERSION TO C.C.T.V.



EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL

- ⊙ GREEN ASPECT
- ⦶ YELLOW ASPECT
- ⊖ RED ASPECT

MISCELLANEOUS

- △ AWS
- ▬ AUTO PLATE
- \* EXISTING SIGNAL

MON26-C9

(PRIVATE and not for publication)

BR31015

Movements Man  
RM 522

**SCOTRAIL** 

**NO.27**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 28 SEPTEMBER 1991**

to

**FRIDAY 4 OCTOBER 1991**

**INCLUSIVE**

WON27-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN ANNAN AND DUMFRIES SOUTH - The connection to Powfoot siding has been plain lined and the associated Ground Frame disconnected. (29)

MORPETH STATION - The Down Platform at Morpeth has been lengthened by 22 yards (20 metres) at the Newcastle end and the Up Platform by 5 yards (5 metres) at the Newcastle end. Both platforms are now 254 yards (232 metres) long.

The Up Platform "MARK IV TRAIN STOP" board has been repositioned to the bottom of the Up Platform ramp at the Newcastle end. To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at this board. (29)

### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 29 SEPTEMBER - STANLEY JUNCTION - The Down main section signal will be repositioned 32 yards nearer Perth, on left of drivers, arm 12 feet above rail level, application unaltered.

The Up main (Down direction) signal will be repositioned 32 yards nearer Perth, adjacent to the repositioned Down main section signal, on right of drivers in the Down direction, arm 12 feet above rail level, application unaltered. (30)

FRIDAY 4 OCTOBER - GRANGEMOUTH TMD - A new staff protection system will be introduced on shed roads Nos 1 and 3. These roads will be protected by "STOP. AWAIT INSTRUCTIONS" boards.

The procedures for making movements into and out of shed roads Nos 1 and 3 are published on Page 51 of Section 4 of the Sectional Appendix.

(See Section D of this Notice).

(30)



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

- \* \* BETWEEN AUCHENGRAY LC (AHB) AND CURRIEHILL - The permanent speed restrictions of 80mph on the Down line between 84m 530 yards and 85mp, and of 75mph on the Up line between 92m 1230 yards and 92m 70 yards No Longer Apply.

(See Section D of this Notice)

(27)

- \* \* BETWEEN ANNAN AND DUMFRIES - The permanent speed restriction of 70mph on the Down line between 99m 1100 yards and 98m 1100 yards No Longer Applies.

The permanent speed restriction of 70 mph on the Up line between 99mp and 101½mp has been altered to be between 99m 1100 yards and 101½mp.

The permanent speed restriction of 70mph on the Up line between 95mp and 95m 1430 yards No Longer Applies.

(See Section D of this Notice)

(27)

BETWEEN ANNAN AND DUMFRIES - Triangular permanent speed restriction warning indicators (Rule Book, Appendix 2.2) to replace existing illuminated circular indicators at the same locations and retaining existing AWS track equipment have been provided in association with the following permanent speed restrictions :-

Up line 30 m.p.h., Through station on main line and over curve, 91m 1210 yards and 92m 700 yards

Down line 45 m.p.h., Over Curve, 92m 700 yards and 92m.p.

(29)

BETWEEN GREENOCK WEST AND GOUROCK - The permanent speed restriction of 40 mph on the Up and Down lines Over curves, 125m 20 yards and 126 m 440 yards has been Altered to become 40 mph Over curves 125m 20 yards and 125m 240 yards, 10 mph between 125m 240 yards and 125m 340 yards, and 40 mph over curves 125m 340 yards and 126m 440 yards.

Note As the Up line between Greenock West and Gourock has been temporarily put out of use (PON 190 page 65 refers) the above speed restrictions apply in the Up and Down directions on the Down line until the Up line is reinstated.

(See Section D of this Notice)

(29)

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

CONTAINERBASE JN TO GREENOCK CPA TERMINAL (GOODS LINE) - The connection Wemyss Bay single line to CPA Terminal branch line has been secured out of use until further notice.

(28)

COATBRIDGE FREIGHTLINER TERMINAL - No. 1 Cripple siding has been extended at the Motherwell end to connect into No. 5 Crane siding in hand points.

(28)

BETWEEN LANGLOAN AND CARMYLE - The permanent speed restriction of 40 mph on the Down line between 6m 750 yards and 5½ mp has been Altered to become 40 mph on the Down line between 6m 750 yards and 6m 50 yards, 20 mph on the Down line between 6m 50 yards and 5m 1650 yards, and 40 mph on the Down line between 5m 1650 yards and 5½mp.

(See Section D of this Notice)

(29)

- \* \* FALKIRK GRAHAMSTON - The Down platform has been lengthened by 18 yards  
\* at the Glasgow end.

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

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

(27)

BETWEEN COWLAIRS WEST JN AND SIGHTHILL JN - Cowlairs West Jn area - The Down Branch Goods line and the Up Branch Goods line have been severed, and buffer stops erected 225 yards on the Sighthill Jn side of the trap points, and 275 yards on the Sighthill Jn side of outlet signal CB, respectively. The remaining portions of the goods lines have been redesignated Siding No 1 and Siding No 2, respectively. Existing Siding No 1 has been redesignated Siding No 3.

The signal route from Down Branch Passenger line signal No C45 to redesignated Siding No 1 has been temporarily disconnected, and there is no rail access to redesignated Sidings Nos 1 and 2 until further notice. Existing Up Branch Goods line signal No CB will remain in situ on redesignated Siding No 2.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN COWLAIRS WEST JN AND SIGHTHILL JN - continued

Sighthill Jn area - All signals/signal routes leading from and to the existing Down and Up Goods lines have been removed.

A buffer stop has been erected on the existing Up Goods line, 100 yards on the Cowlairs side of Down Branch (Up direction) signal No 64, and the trap points on this line secured out of use pending removal.

The Up Branch end of the connection Up Branch to Up Main has been secured out of use, set for movements between the Branch and Main lines, pending removal.

The facing connection Up Main to Up Branch and the existing trap points on the Down Goods line have been secured out of use pending removal.

The altered permanent way and signalling arrangements associated with this work are shown on the sketch on pages C6 and C7 this Notice.

(See Section D of this Notice)

(29)

\*\* LOCHGELLY STATION - The Up platform has been temporarily shortened by  
\* 26 yards at the Cowdenbeath end.

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

(27)

\*\* BLAIR ATHOLL STATION - The Down platform has been temporarily shortened  
\* by 88 yards at the Dalwhinnie end.

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.

(27)

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

\*\* CARRBRIDGE - The Up (main) platform has been temporarily shortened by  
\* 142 yards at the Inverness end.

The portion of Up (main) platform at the Perth end, previously taken out of use, has been re-instated.

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

(27)

BETWEEN WIDDRINGTON AND SMEAFIELD L.C.

The following Bridleway Crossings have been equipped with telephones as shown below:-

<u>Crossing No.</u>	<u>Location</u>	<u>Communication with</u>
143	23m. 75ch.	Morpeth S.B.
150	29m. 51ch.	Alnmouth S.B.
155	34m. 38ch.	"
155A	35m. 74ch.	"
158A	40m. 71ch.	"
163	45m. 10ch.	"
170	48m. 63ch.	Tweedmouth S.B.
177	53m. 79ch.	"

(29)

OUBECK - Permissive working has been reinstated on the Down and Up Goods Loops.

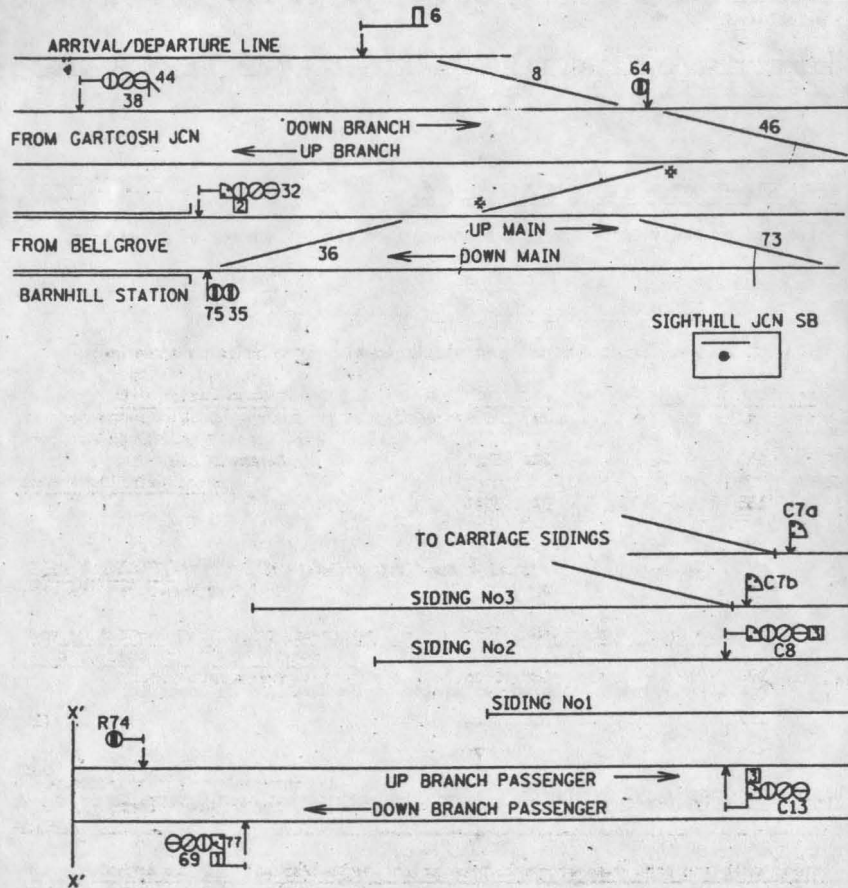
(28)

BETWEEN KINGMOOR AND CALDEW JN - Permissive working has been reinstated on the Up Goods Line.

(28)



### SIGHTHILL JUNCTION



### EXPLANATION OF SYMBOLS

**MAIN LINE COLOUR LIGHT SIGNALS**

- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊙ RED ASPECT

**BANNER REPEATER**

- ⊙ BANNER HORIZONTAL-SIGNAL 'ON'
- ⊙ BANNER AT 45°
- ⊙ SIGNAL 'OFF'

**POSITION LIGHT/SHUNTING SIGNALS**

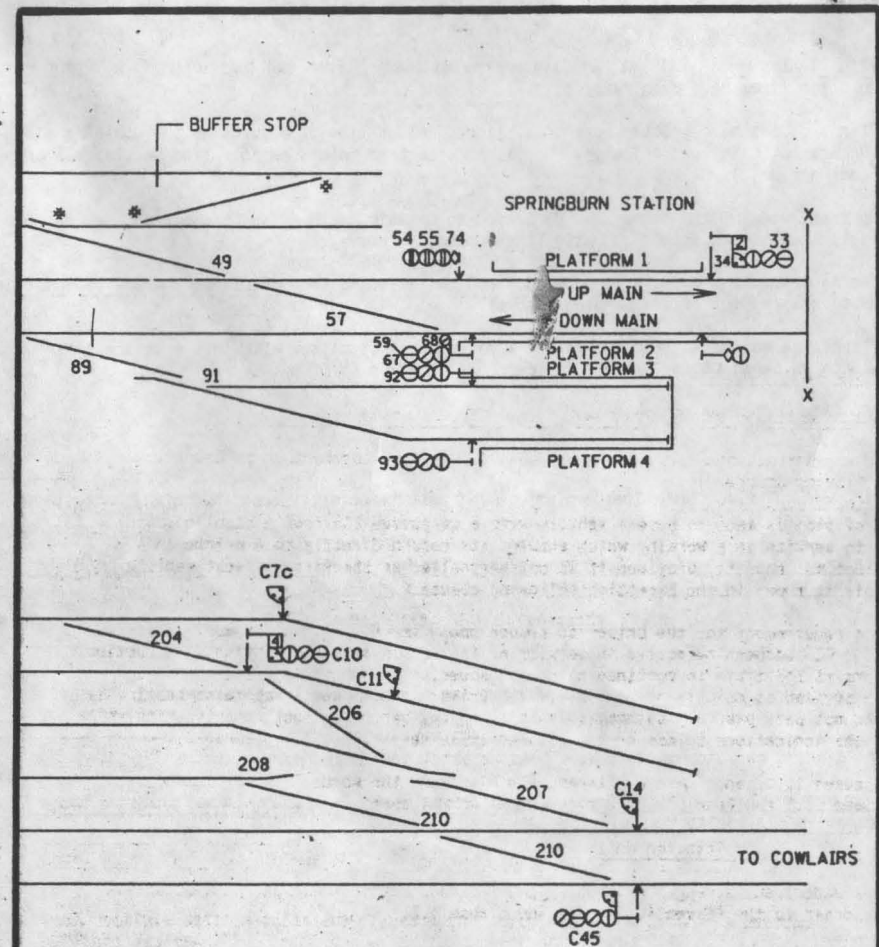
- ⊙ POSITION LIGHT (NORMALLY OUT)
- ⊙ PROCEED ASPECT- 2 WHITE LIGHTS AT 45°

- ⊙ MINIATURE YELLOW

- ⊙ GROUND MOUNTED POSITION LIGHT

**SEMAPHORE SIGNALS**

- ⊙ STOP SIGNAL
- ⊙ GROUND DISC SHUNTING SIGNAL



**ROUTE INDICATORS**

- ⊙ JUNCTION TYPE (SEE RULE BOOK SECTION C)

- ⊙ THEATRE TYPE
- ⊙ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

**POINTS**

- ⊙ CONTROLLED

- \* ⊙ SECURED OUT OF USE

- ⊙ HAND

**MISCELLANEOUS**

- ⊙ DIAMOND SIGN

(PRIVATE and not for publication)

BR31015

MOVEMENTS MNGR

RM 323

SCOTRAIL<sup>≠</sup>

NO.28

# WEEKLY OPERATING NOTICE

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

**SATURDAY 5 OCTOBER 1991**

**to**

**FRIDAY 11 OCTOBER 1991**

**INCLUSIVE**



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

NEWTON AREA - The undernoted permanent way and signalling alterations have been introduced:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the sketch on page C6 of this notice.

The following consequential alterations apply:-

Newton

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

Between Hamilton West and Newton

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

<u>Up Main</u>	<u>Down Main</u>	<u>South Connecting Line</u>
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	M145
M170	M133	M147
M178		
		<u>Down Hamilton</u>
		M179

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedNEWTON AREA - continued

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

Down Hamilton

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

Speed indicators

Opposite the AWS magnet for Down main signal M181 (Uddingston)  
Opposite the AWS magnet for Up main signal M128 (Glasgow side of  
Cambuslang station)  
Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre  
and Newton)

Termination indicators

Opposite Down main signal M133 (Newton side of Cambuslang station)  
Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1½ miles.

(29)

FORRES

The Up loop and the Up sidings have been secured out of use until further notice.

The Down loop has been re-designated the Up and Down Single line.

The Up home signal applies to the Up and Down Single line.

The Up section signal applies to trains on the Up and Down Single line.

(29)

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ANNAN AND DUMFRIES SOUTH - The connection to Powfoot siding has been plain lined and the associated Ground Frame disconnected. (29)

BETWEEN ANNAN AND DUMFRIES - Triangular permanent speed restriction warning indicators (Rule Book, Appendix 2.2) to replace existing illuminated circular indicators at the same locations and retaining existing AWS track equipment have been provided in association with the following permanent speed restrictions :-

Up line 30 m.p.h., Through station on main line and over curve, 91m 1210 yards and 92m 700 yards  
Down line 45 m.p.h., Over Curve, 92m 700 yards and 92m.p. (29)

BETWEEN GREENOCK WEST AND GOUROCK - The permanent speed restriction of 40 mph on the Up and Down lines Over curves, 125m 20 yards and 126 m 440 yards has been Altered to become 40 mph Over curves 125m 20 yards and 125m 240 yards, 10 mph between 125m 240 yards and 125m 340 yards, and 40 mph over curves 125m 340 yards and 126m 440 yards.

Note As the Up line between Greenock West and Gourock has been temporarily put out of use (PON 19D page 65 refers) the above speed restrictions apply in the Up and Down directions on the Down line until the Up line is reinstated.

(See PON28D, page 55) (29)

\* \* CONTAINERBASE JN TO GREENOCK CPA TERMINAL (GOODS LINE) - The connection \* Wemyss Bay single line to CPA Terminal branch line has been secured out of use until further notice. (28)

\* \* COATBRIDGE FREIGHTLINER TERMINAL - No. 1 Cripple siding has been extended \* at the Motherwell end to connect into No. 5 Crane siding in hand points. (28)

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

BETWEEN LANGLOAN AND CARMYLE - The permanent speed restriction of 40 mph on the Down line between 6m 750 yards and 5 $\frac{1}{2}$  mp has been Altered to become 40 mph on the Down line between 6m 750 yards and 6m 50 yards, 20 mph on the Down line between 6m 50 yards and 5m 1650 yards, and 40 mph on the Down line between 5m 1650 yards and 5 $\frac{1}{2}$ mp.

(See PON28D, page 57) (29)

GRANGEMOUTH TMD - A new staff protection system has been introduced on shed roads Nos 1 and 3. These roads will be protected by "STOP. AWAY INSTRUCTIONS" boards.

The procedures for making movements into and out of shed roads Nos 1 and 3 are published on Page 51 of Section 4 of the Sectional Appendix.

(See Section D of this Notice). (30)

BETWEEN COWLAIRS WEST JN AND SIGHILL JN -

Cowlairs West Jn area - The Down Branch Goods line and the Up Branch Goods line have been severed, and buffer stops erected 225 yards on the Sighthill Jn side of the trap points, and 275 yards on the Sighthill Jn side of outlet signal C8, respectively. The remaining portions of the goods lines have been redesignated Siding No 1 and Siding No 2, respectively. Existing Siding No 1 has been redesignated Siding No 3.

The signal route from Down Branch Passenger line signal No C45 to redesignated Siding No 1 has been temporarily disconnected, and there is no rail access to redesignated Sidings Nos 1 and 2 until further notice. Existing Up Branch Goods line signal No C8 will remain in situ on redesignated Siding No 2.

Sighthill Jn area - All signals/signal routes leading from and to the existing Down and Up Goods lines have been removed.

A buffer stop has been erected on the existing Up Goods line, 100 yards on the Cowlairs side of Down Branch (Up direction) signal No 64, and the trap points on this line secured out of use pending removal.

The Up Branch end of the connection Up Branch to Up Main has been secured out of use, set for movements between the Branch and Main lines, pending removal

The facing connection Up Main to Up Branch and the existing trap points on the Down Goods line have been secured out of use pending removal.

The altered permanent way and signalling arrangements associated with this work are shown on the sketch on pages C7 and C8 this Notice.

(See PON28D, page 58) (29)



DETAILS OF WORK ALREADY CARRIED OUT - continued

STANLEY JN - The Down main section signal has been repositioned 32 yards nearer Perth, on left of drivers, arm 12 feet above rail level, application unaltered.

The Up main (Down direction) signal has been repositioned 32 yards nearer Perth, adjacent to the repositioned Down main section signal, on right of drivers in the Down direction, arm 12 feet above rail level, application unaltered.

(30)

MORPETH STATION - The Down Platform at Morpeth has been lengthened by 22 yards (20 metres) at the Newcastle end and the Up Platform by 5 yards (5 metres) at the Newcastle end. Both platforms are now 254 yards (232 metres) long.

The Up Platform "MARK IV TRAIN STOP" board has been repositioned to the bottom of the Up Platform ramp at the Newcastle end. To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at this board.

(29)

BETWEEN WIDDRINGTON AND SMEAFIELD L.C.

The following Bridleway Crossings have been equipped with telephones as shown below:-

Crossing No.	Location	Communication with
143	23m. 75ch.	Morpeth S.B.
150	29m. 51ch.	Alnmouth S.B.
155	34m. 38ch.	"
155A	35m. 74ch.	"
158A	40m. 71ch.	"
163	45m. 10ch.	"
170	48m. 63ch.	Tweedmouth S.B.
177	53m. 79ch.	"

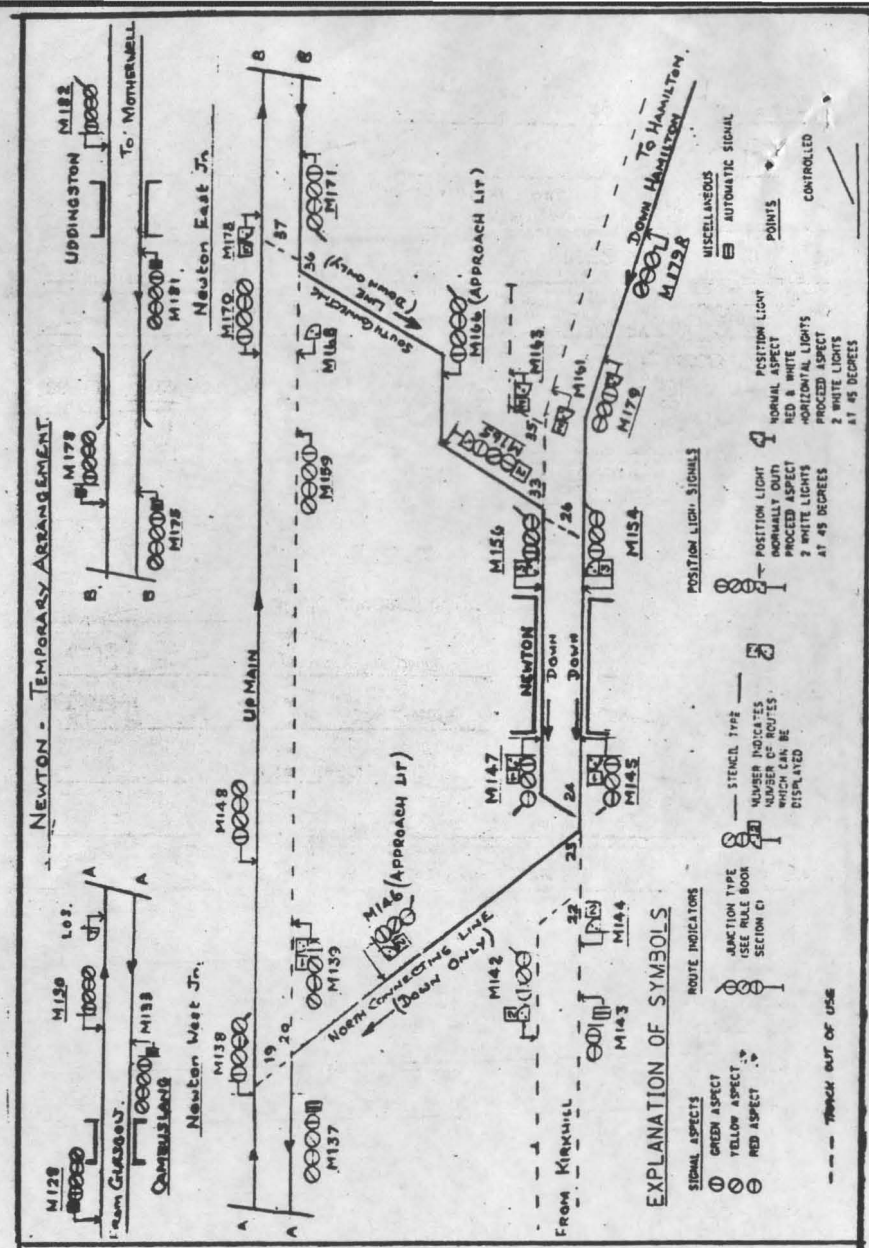
(29)

\* \* OUBECK - Permissive working has been reinstated on the Down and Up Goods Loops.

(28)

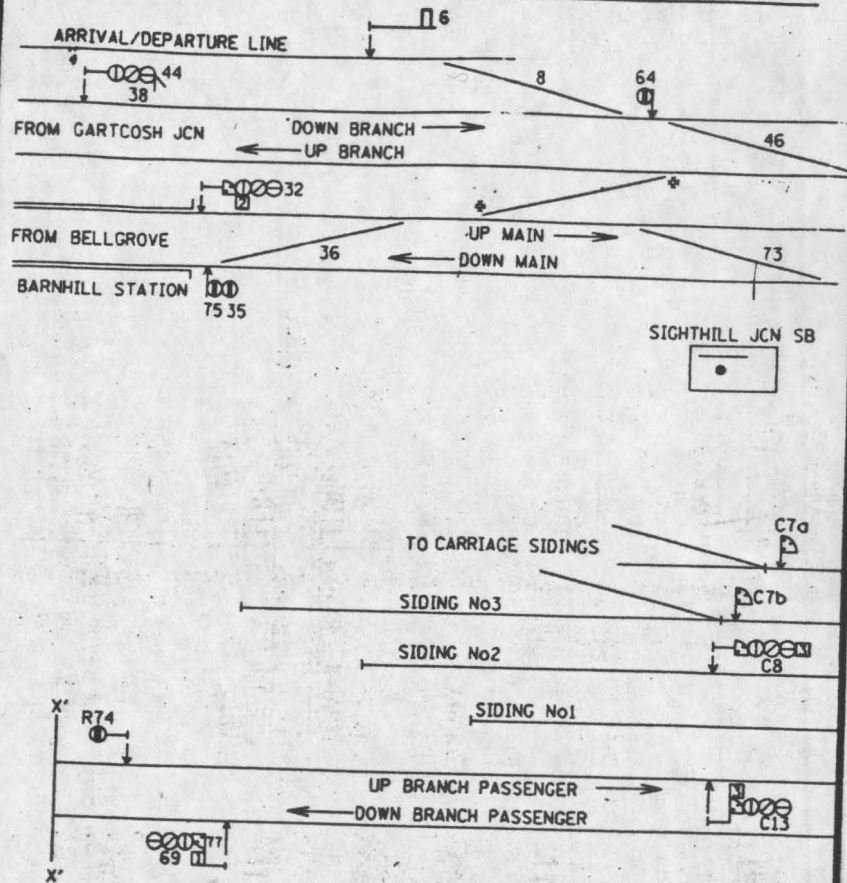
\* \* BETWEEN KINGMOOR AND CALDEW JN - Permissive working has been reinstated on the Up Goods Line.

(28)



WON28-C7

### SIGHTHILL JUNCTION



### EXPLANATION OF SYMBOLS

**MAIN LINE COLOUR LIGHT SIGNALS**

- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊙ RED ASPECT

**BANNER REPEATER**

- ⊙ BANNER HORIZONTAL-SIGNAL 'ON'
- ⊙ BANNER AT 45°
- ⊙ SIGNAL 'OFF'

**POSITION LIGHT/SHUNTING SIGNALS**

- ⊙ POSITION LIGHT (NORMALLY OUT)
- ⊙ PROCEED ASPECT - 2 WHITE LIGHTS AT 45°

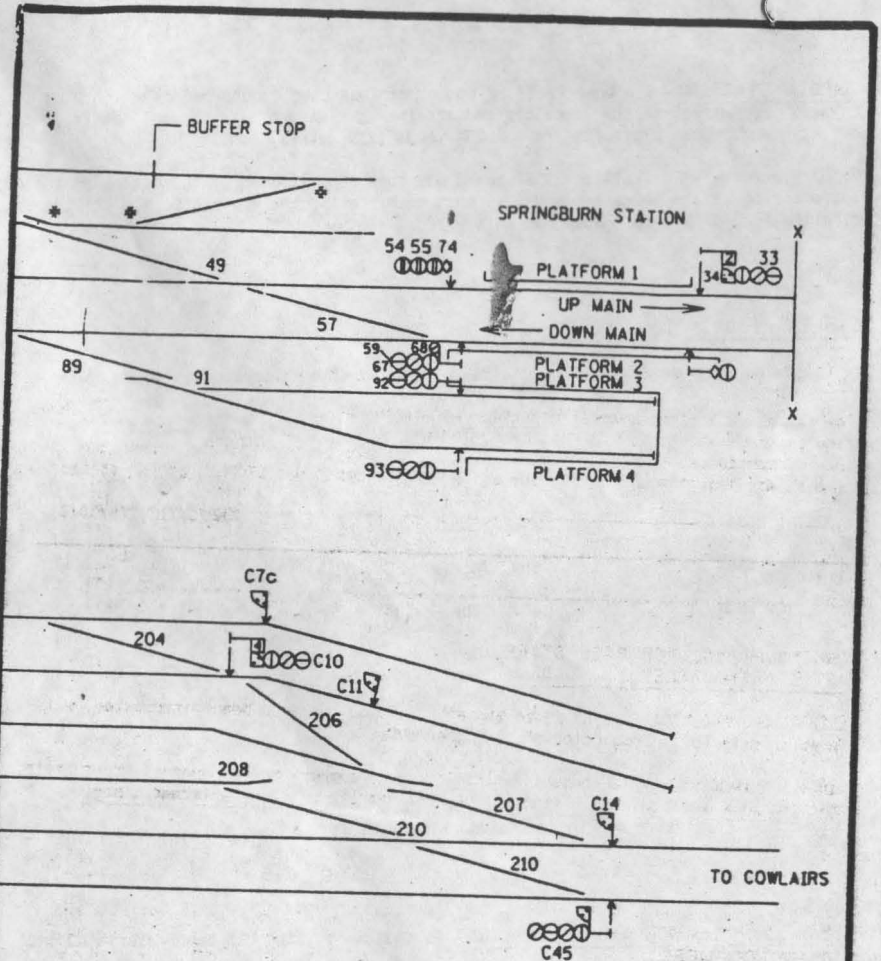
- ⊙ MINIATURE YELLOW

- ⊙ GROUND MOUNTED POSITION LIGHT

**SEMAPHORE SIGNALS**

- ⊙ STOP SIGNAL
- ⊙ GROUND DISC SHUNTING SIGNAL

WON28-C8



**ROUTE INDICATORS**

- ⊙ JUNCTION TYPE (SEE RULE BOOK SECTION C)
- ⊙ THEATRE TYPE
- ⊙ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

**POINTS**

- ⊙ CONTROLLED
- ⊙ SECURED OUT OF USE
- ⊙ HAND

**MISCELLANEOUS**

- ⊙ DIAMOND SIGN



(PRIVATE and not for publication)

BR31015

MOVEMENTS MGR  
Room 323

(1)

**SCOTRAIL** ≠

**NO.29**

## WEEKLY OPERATING NOTICE

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

**SATURDAY 12 OCTOBER 1991**

**to**

**FRIDAY 18 OCTOBER 1991**

**INCLUSIVE**

### SECTION C

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

**SATURDAY 12 OCTOBER - LOCHGELLY STATION** - The portion of the Up platform previously temporarily shortened by 26 yards at the Cowdenbeath end, will be reinstated.

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

(See Section D of this Notice)

(32)

**SATURDAY 12 OCTOBER - CARRBRIDGE** - The portion of the Up (main) platform, previously temporarily shortened by 142 yards at the Inverness end, will be reinstated.

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

(See Section D of this Notice)

(32)

**SUNDAY 13 OCTOBER - BETWEEN ANNAN AND GRETNA JN** - A triangular permanent speed restriction warning indicator (Rule Book Appendix 2.2) to replace the existing illuminated circular warning indicator associated with the speed restriction of 40mph on the Up Dumfries line, Round curve approaching and passing through Gretna Jn will be provided 3 yards from and on the Annan side of the existing indicator. The existing associated AWS track equipment will be retained, and the existing indicator removed.

(32)

#### DETAILS OF WORK ALREADY CARRIED OUT

**NEWTON AREA** - The undernoted permanent way and signalling alterations have been introduced:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEWTON AREA - continued

The altered arrangements are shown on the sketch on page C6 of this notice.

The following consequential alterations apply:-

Newton

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

Between Hamilton West and Newton

Trains are worked over the Down Hamilton line in the DOWN direction only.

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

<u>Up Main</u>	<u>Down Main</u>	<u>South Connecting Line</u>
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	
M170	M133	M145
M178		M147
		<u>Down Hamilton</u>
		M179

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

Down Hamilton

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

Speed indicators

Opposite the AWS magnet for Down main signal M181 (Uddingston)

Opposite the AWS magnet for Up main signal M128 (Glasgow side of  
Cambuslang station)

Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre  
and Newton)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEWTON AREA - continued

Termination indicators

Opposite Down main signal M133 (Newton side of Cambuslang station)  
Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1½ miles. (30)

\*\* BETWEEN ANNAN AND DUMFRIES SOUTH - The connection to Powfoot siding has been plain lined and the associated Ground Frame disconnected. (29)

\*\* BETWEEN ANNAN AND DUMFRIES - Triangular permanent speed restriction warning indicators (Rule Book, Appendix 2.2) to replace existing illuminated circular indicators at the same locations and retaining existing AWS track equipment have been provided in association with the following permanent speed restrictions :-

Up line 30 m.p.h., Through station on main line and over curve, 91m 1210 yards and 92m 700 yards

Down line 45 m.p.h., Over Curve, 92m 700 yards and 92m.p. (29)

\*\* BETWEEN GREENOCK WEST AND GOUROCK - The permanent speed restriction of 40 mph on the Up and Down lines Over curves, 125m 20 yards and 126 m 440 yards has been Altered to become 40 mph Over curves 125m 20 yards and 125m 240 yards, 10 mph between 125m 240 yards and 125m 340 yards, and 40 mph over curves 125m 340 yards and 126m 440 yards.

Note As the Up line between Greenock West and Gourrock has been temporarily put out of use (PON 28D page 91 refers) the above speed restrictions apply in the Up and Down directions on the Down line until the Up line is reinstated.

(See PON28D, page 55) (29)



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

- \*\* BETWEEN LANGLOAN AND CARMYLE - The permanent speed restriction of 40 mph on the Down line between 6m 750 yards and 5½ mp has been altered to become 40 mph on the Down line between 6m 750 yards and 6m 50 yards, 20 mph on the Down line between 6m 50 yards and 5m 1650 yards, and 40 mph on the Down line between 5m 1650 yards and 5½mp.

(See PON28D, page 57)

(29)

GRANGEMOUTH TMD - A new staff protection system has been introduced on shed roads Nos 1 and 3. These roads will be protected by "STOP. AWAIT INSTRUCTIONS" boards.

The procedures for making movements into and out of shed roads Nos 1 and 3 are published on Page 51 of Section 4 of the Sectional Appendix.

(See Section D of this Notice).

(30)

\*\* BETWEEN COWLAIRS WEST JN AND SIGHTHILL JN -

\*

Cowlairs West Jn area - The Down Branch Goods line and the Up Branch Goods line have been severed, and buffer stops erected 225 yards on the Sighthill Jn side of the trap points, and 275 yards on the Sighthill Jn side of outlet signal C8, respectively. The remaining portions of the goods lines have been redesignated Siding No 1 and Siding No 2, respectively. Existing Siding No 1 has been redesignated Siding No 3.

The signal route from Down Branch Passenger line signal No C45 to redesignated Siding No 1 has been temporarily disconnected, and there is no rail access to redesignated Sidings Nos 1 and 2 until further notice. Existing Up Branch Goods line signal No C8 will remain in situ on redesignated Siding No 2.

Sighthill Jn area - All signals/signal routes leading from and to the existing Down and Up Goods lines have been removed.

A buffer stop has been erected on the existing Up Goods line, 100 yards on the Cowlairs side of Down Branch (Up direction) signal No 64, and the trap points on this line secured out of use pending removal.

The Up Branch end of the connection Up Branch to Up Main has been secured out of use, set for movements between the Branch and Main lines, pending removal.

The facing connection Up Main to Up Branch and the existing trap points on the Down Goods line have been secured out of use pending removal.

The altered permanent way and signalling arrangements associated with this work are shown on the sketch on pages C7 and C8 of this Notice.

(See PON28D, page 58)

(29)

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

STANLEY JN - The Down main section signal has been repositioned 32 yards nearer Perth, on left of drivers, arm 12 feet above rail level, application unaltered.

The Up main (Down direction) signal has been repositioned 32 yards nearer Perth, adjacent to the repositioned Down main section signal, on right of drivers in the Down direction, arm 12 feet above rail level, application unaltered.

(30)

FORRES

The Up loop and the Up sidings have been secured out of use until further notice.

The Down loop has been re-designated the Up and Down Single line.

The Up home signal applies to the Up and Down Single line.

The Up section signal applies to trains on the Up and Down Single line.

(30)

- \*\* MORPETH STATION - The Down Platform at Morpeth has been lengthened by 22 yards (20 metres) at the Newcastle end and the Up Platform by 5 yards (5 metres) at the Newcastle end. Both platforms are now 254 yards (232 metres) long.

The Up Platform "MARK IV TRAIN STOP" board has been repositioned to the bottom of the Up Platform ramp at the Newcastle end. To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at this board.

(29)

\*\* BETWEEN WIDDRINGTON AND SMEAFIELD L.C.

\*

The following Bridleway Crossings have been equipped with telephones as shown below:-

Crossing No.	Location	Communication with
143	23m. 75ch.	Morpeth S.B.
150	29m. 51ch.	Alnmouth S.B.
155	34m. 38ch.	"
155A	35m. 74ch.	"
158A	40m. 71ch.	"
163	45m. 10ch.	"
170	48m. 63ch.	Tweedmouth S.B.
177	53m. 79ch.	"

(29)

Room 323

**SCOTRAIL<sup>£</sup>**

**NO.30**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 19 OCTOBER 1991**

**to**

**FRIDAY 25 OCTOBER 1991**

**INCLUSIVE**



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

\*\* NEWTON AREA - The sketch associated with this item has been reissued over two pages but the content is unchanged.

(30)

TYNE YARD (NORTH END) - The connection between the Tyne Yard North Arrival/Departure Line and the Engine Line, located at approximately 76m 47ch, has been moved 30 yards further south, together with associated Ground Position Light Signal T.5548.

(32)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

\*\* NEWTON AREA - The undernoted permanent way and signalling alterations have been introduced:-

The following lines/connections have been put out of use :-

Down main line between Newton East and West Jns. together with the associated main line trailing and facing crossovers at Newton East and West Jns. respectively.

Up Hamilton line between Newton East Jn. and Hamilton West including the connection to the Turnback siding.

Down Kirkhill line between Newton West Jn. and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Jn.

Kirkhill lines trailing crossover at Newton East Jn.

The altered arrangements are shown on the sketch on pages C4 and C5 of this notice.

The following consequential alterations apply:-

Newton

The South and North Connecting lines are worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station are worked in the DOWN direction only.

Between Hamilton West and Newton

Trains are worked over the Down Hamilton line in the DOWN direction only.

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

\*\* NEWTON AREA - continued

The following signals have been adjusted to be capable of displaying a red or single yellow aspect only :-

<u>Up Main</u>	<u>Down Main</u>	<u>South Connecting Line</u>
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	
M170	M133	M145
M178		M147
		<u>Down Hamilton</u>
		M179

The following signal has been adjusted to be capable of displaying a single yellow or double yellow aspect only :-

Down Hamilton

M179R

Down South Connecting line signal M165 does NOT display any route indication when a proceed aspect is obtained.

In conjunction with this work a temporary speed restriction of 25 mph has been imposed through the Newton area with the associated speed and termination indicators located as under:-

Speed indicators

Opposite the AWS magnet for Down main signal M181 (Uddingston)

Opposite the AWS magnet for Up main signal M128 (Glasgow side of Cambuslang station)

Opposite the AWS magnet for Down Hamilton signal M179R (between Blantyre and Newton)

Termination indicators

Opposite Down main signal M133 (Newton side of Cambuslang station)

Opposite Up main signal M178 (between Newton and Uddingston)

NOTE - Drivers will NOT be specially stopped and advised of the temporary speed restriction through the Newton area which is in excess of 1½ miles.

(30)

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ANNAN AND GREYNA JN - A triangular permanent speed restriction warning indicator (Rule Book Appendix 2.2) to replace the existing illuminated circular warning indicator associated with the speed restriction of 40mph on the Up Dumfries line, Round curve approaching and passing through Gretna Jn has been provided 3 yards from and on the Annan side of the existing indicator. The existing associated AWS track equipment has been retained, and the existing indicator removed.

(32)

\*\* GRANGEMOUTH TMD - A new staff protection system has been introduced on shed roads Nos 1 and 3. These roads will be protected by "STOP. AWAIT INSTRUCTIONS" boards.

The procedures for making movements into and out of shed roads Nos 1 and 3 are published on Page 51 of Section 4 of the Sectional Appendix.

(See Section D of this Notice).

(30)

LOCHGELLY STATION - The portion of the Up platform previously temporarily shortened by 26 yards at the Cowdenbeath end, has been reinstated.

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

(32)

CARRBRIDGE - The portion of the Up (main) platform, previously temporarily shortened by 142 yards at the Inverness end, has been reinstated.

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

(32)

\*\* STANLEY JN - The Down main section signal has been repositioned 32 yards nearer Perth, on left of drivers, arm 12 feet above rail level, application unaltered.

The Up main (Down direction) signal has been repositioned 32 yards nearer Perth, adjacent to the repositioned Down main section signal, on right of drivers in the Down direction, arm 12 feet above rail level, application unaltered.

(30)

\*\* FORRES

The Up loop and the Up sidings have been secured out of use until further notice. The Down loop has been re-designated the Up and Down Single line. The Up home signal applies to the Up and Down Single line. The Up section signal applies to trains on the Up and Down Single line.

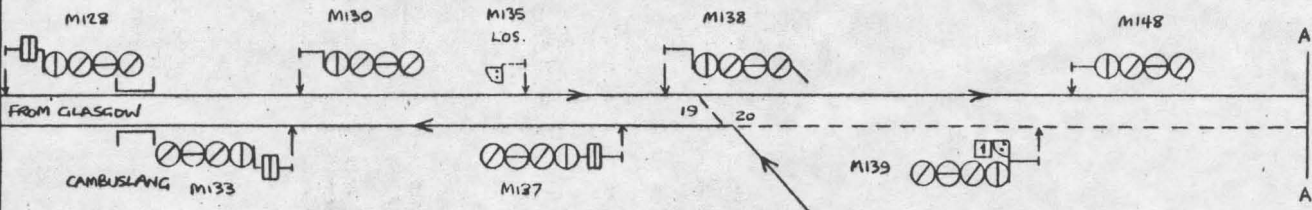
(30)

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# NEWTON-TEMPORARY ARRANGEMENT

NEWTON WEST JN.



## EXPLANATION OF SYMBOLS

### MAIN LINE COLOUR LIGHT SIGNAL

- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊙ RED ASPECT

### POSITION LIGHT/SHUNTING SIGNALS

- ⊙ POSITION LIGHT (NORMALLY OUT)
- ⊙ PROCEED ASPECT
- 2 WHITE LIGHTS AT 45°

### ROUTE INDICATORS

- ⊙ JUNCTION TYPE (SEE RULE BOOK SECT. C)

### STENCIL TYPE

- 2 NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

### THEATRE TYPE

- 2 NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

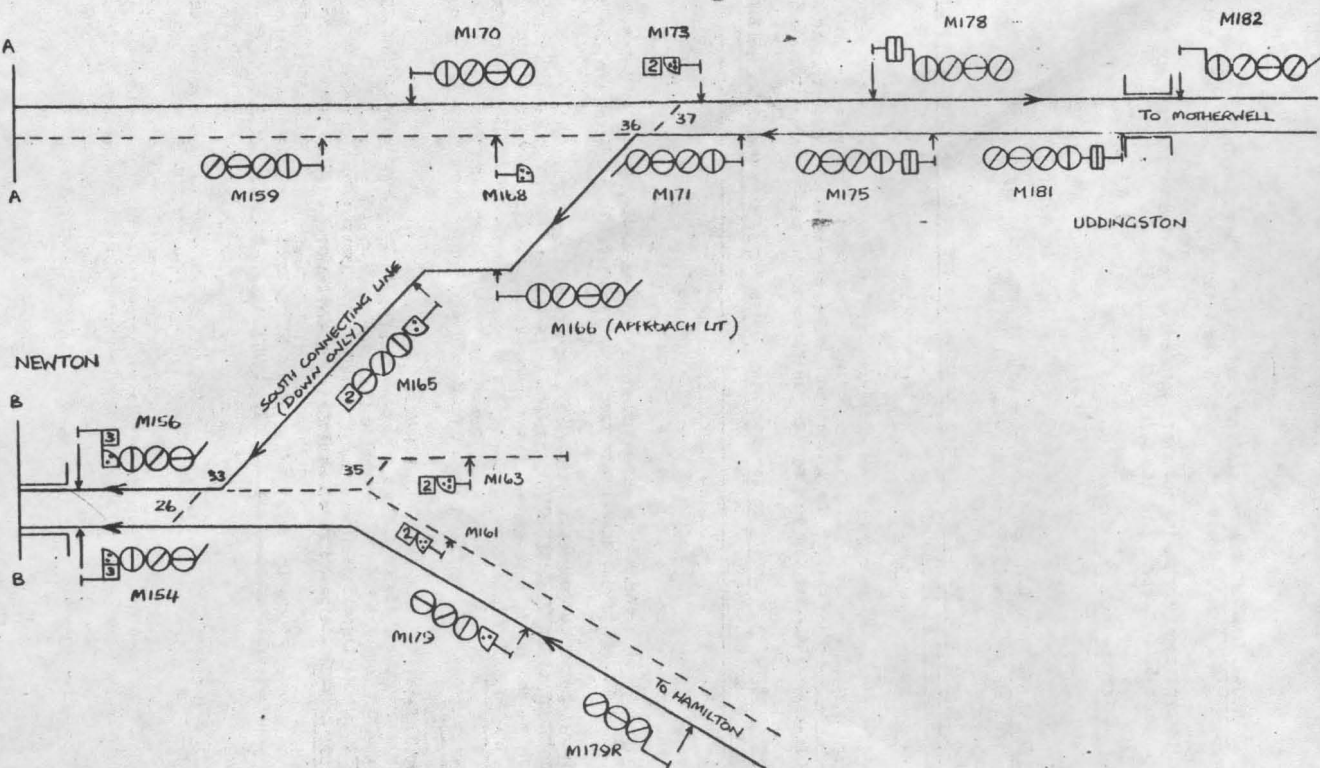
### MISCELLANEOUS

- ⊙ AUTOMATIC SIGNAL
- TRACK OUT OF USE

MON30-C4

# NEWTON-TEMPORARY ARRANGEMENT

NEWTON EAST JN.



MON30-C5

SCOTRAIL<sup>≠</sup>

**NO.31**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 26 OCTOBER 1991**

**to**

**FRIDAY 1 NOVEMBER 1991**

**INCLUSIVE**



SIGNALLING AND PERMANENT WAY ALTERATIONS

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

FORRES - The Up loop and the Up sidings, previously secured out of use, have been re-instated.

The portion of the line, previously temporarily designated the Up and Down single line, is now redesignated the Down loop.

The Up home signal applies to the Up loop line.

The Up section signal applies to trains on the Up loop/Up single line.

(33)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ANNAN AND GRETNA JN - A triangular permanent speed restriction warning indicator (Rule Book Appendix 2.2) to replace the existing illuminated circular warning indicator associated with the speed restriction of 40mph on the Up Dumfries line, Round curve approaching and passing through Gretna Jn has been provided 3 yards from and on the Annan side of the existing indicator. The existing associated AWS track equipment has been retained, and the existing indicator removed.

(32)

LOCHGELLY STATION - The portion of the Up platform previously temporarily shortened by 26 yards at the Cowdenbeath end, has been reinstated.

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

(32)

CARRBRIDGE - The portion of the Up (main) platform, previously temporarily shortened by 142 yards at the Inverness end, has been reinstated.

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

(32)

TYNE YARD (NORTH END) - The connection between the Tyne Yard North Arrival/Departure line and the Engine line, located at approximately 76m 47ch, has been moved 30 yards further south, together with associated Ground Position Light Signal T.5548.

(32)

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**SCOTRAIL<sup>≠</sup>**

**NO.32**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 2 NOVEMBER 1991**

**to**

**FRIDAY 8 NOVEMBER 1991**

**INCLUSIVE**

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

- \* → BETWEEN ANNAN AND GRETNA JN - A triangular permanent speed restriction
- \* warning indicator (Rule Book Appendix 2.2) to replace the existing illuminated circular warning indicator associated with the speed restriction of 40mph on the Up Dumfries line, Round curve approaching and passing through Gretna Jn has been provided 3 yards from and on the Annan side of the existing indicator. The existing associated AWS track equipment has been retained, and the existing indicator removed.

(32)

- \* \* LOCHGELLY STATION - The portion of the Up platform previously temporarily shortened by 26 yards at the Cowdenbeath end, has been reinstated.

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

(32)

- \* \* CARRBRIDGE - The portion of the Up (main) platform, previously temporarily shortened by 142 yards at the Inverness end, has been reinstated.

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

(32)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

FORRES - The Up loop and the Up sidings, previously secured out of use, have been re-instated.

The portion of the line, previously temporarily designated the Up and Down single line, is now redesignated the Down loop.

The Up home signal applies to the Up loop line.

The Up section signal applies to trains on the Up loop/Up single line.

(33)

\* \* TYNE YARD (NORTH END) - The connection between the Tyne Yard North

\* Arrival/Departure line and the Engine line, located at approximately 76m 47ch, has been moved 30 yards further south, together with associated Ground Position Light Signal T.5548.

(32)



Room 323

(1)

SCOTRAIL<sup>≠</sup>

NO.33

WEEKLY OPERATING NOTICE

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

SATURDAY 9 NOVEMBER 1991

to

FRIDAY 15 NOVEMBER 1991

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 NOVEMBER - THORNTON YARD (CLUNYBRIDGE END) - The single sided reflectorised notice boards, all worded "STOP. TELEPHONE FOR INSTRUCTIONS", together with associated telephones, will be removed from the undernoted locations :-

Down Arrival line  
West Departure line  
Between sidings 6 and 7  
Between sidings 9 and 10

The telephone located between sidings 15 and 16 will be removed.

(36)

SUNDAY 10 NOVEMBER - BETWEEN THORNTON YARD AND REDFORD JN- The permanent way and signalling at the Redford end of Thornton yard will be rationalised and the undernoted alterations carried out :-

Thornton Yard

Thornton Yard signal box will be eliminated and all points and signals controlled therefrom removed.

The Up Arrival line will be removed together with the associated notice board and telephone.

The connection to the Down Departure No.1 line at Redford Jn will be removed. The designation Down Departure No 1 will be dispensed with and the line will become a buffer-ended yard siding.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 10 NOVEMBER - BETWEEN THORNTON YARD AND REDFORD JN - continuedThornton Yard - continued

The Down Departure No.2 line will be redesignated Arrival/Departure line and two single-sided, illuminated notice boards will be provided on the yard side of existing ground position light signal ET953, worded as follows :-

Facing Redford Jn.

"STOP. TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with the Traincrew Supervisor will be provided at this board).

Facing Thornton Yard

"STOP TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with Edinburgh Signalling Centre will be provided at this board).

On the Arrival/Departure line, Track Circuit Block working will apply between Redford Jn. and the notice board. Yard working arrangements will apply on the yard side of the notice board.

The designation Branch Through Siding will be withdrawn.

Westfield Branch

The regulations for One Train Working where a Train Staff is provided will be withdrawn.

The regulations for One Train Working where a Train Staff is not provided will be introduced with the single branch line now being controlled from Edinburgh Signalling Centre.

A new colour light signal, plated ET783, capable of displaying a red, yellow or green aspect together with a No.1 junction route indicator and associated position light aspect with 2-way stencil route indicator, will be provided to control movements from the branch line. A telephone with black and white diagonal striped sign and associated AWS track equipment will be provided.



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

SUNDAY 10 NOVEMBER - BETWEEN THORNTON YARD AND REDFORD JN - continued

Westfield Branch - continued

A new reflectorised distant board will be provided for Down direction movements on the single line, on left of drivers, 508 yards on the Westfield side of signal ET783, together with associated AWS track equipment.

AWS track equipment will be provided for the existing Up direction reflectorised distant board at the Westfield end.

AWS cancelling indicators will be provided on the single line in accordance with standard practice.

An emergency lineside telephone for trainmen's use will be provided on the single line at 31 miles 840 yards giving communication with Edinburgh Signalling Centre.

Redford Jn

The undernoted ground position light signals will be removed :-

- ET949 (Former Branch Through Siding outlet signal)
- ET955 (Former Down Departure No. 1 outlet signal)
- ET957 (Former Up Arrival outlet signal)
- ET958 (Down Cowdenbeath backshunt signal)
- ET962 (Down Departure backshunt signal)

New colour light signals, capable of displaying a red or green aspect, together with associated position light aspect and 1-way stencil route indicator, will be provided as under :-

Down Departure line, plated ET778

Down Cowdenbeath line, plated ET780, with No.4 junction route indicator.

Existing Up Cowdenbeath signal ET776 will be provided with a No. 5 junction route indicator. The existing 2-way stencil route indicator will be altered to be 1-way.

The position light aspect associated with signal ET779 (applying to former Rothes Colliery line) will be removed. The former Rothes Colliery line will be removed with the connection on the Down Departure line retained as trap points.

AWS track equipment will be provided on the Down Departure line for signal ET779.

The above arrangements are shown on the sketch on pages C5 and C6 of this notice.

The application of all new running signals, and existing signals where appropriate, is detailed on the sketch.

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

\* \* FORRES - The Up loop and the Up sidings, previously secured out of use, have been re-instated.

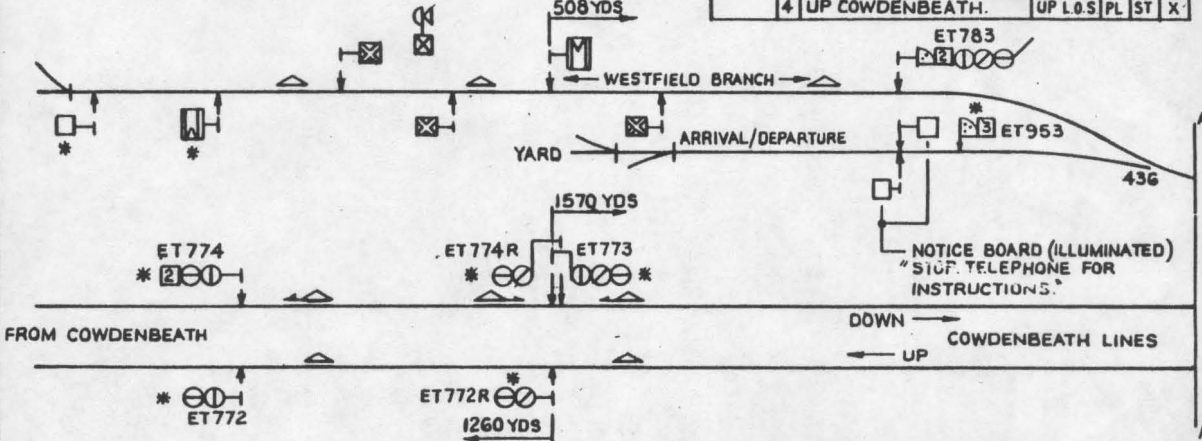
The portion of the line, previously temporarily designated the Up and Down single line, is now redesignated the Down loop.

The Up home signal applies to the Up loop line.

The Up section signal applies to trains on the Up loop/Up single line.

**THORNTON YARD.**  
ELIMINATION OF SIGNAL BOX.

ET783	1	ON DEPARTURE LINE.	ET779	M	J	I	1
	2	DN. COWDENBEATH.	ET777	M	-	-	
	3	DN. COWDENBEATH.	ET777	PL	ST	D	
	4	UP COWDENBEATH.	UP L.O.S.	PL	ST	X	



**EXPLANATION OF SYMBOLS**

**MAIN LINE COLOUR LIGHT SIGNAL.**

- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊙ RED ASPECT
- ☒ REFLECTORISED DISTANT BOARD.

**POSITION LIGHT/SHUNTING SIGNALS.**

- ⊙ POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT 2 WHITE LIGHTS AT 45°
- ⊙ GROUND MOUNTED POSITION LIGHT
- ☒ L.O.S. INDICATOR LIMIT OF SHUNT (SEE RULE BOOK - SECTION 'C')

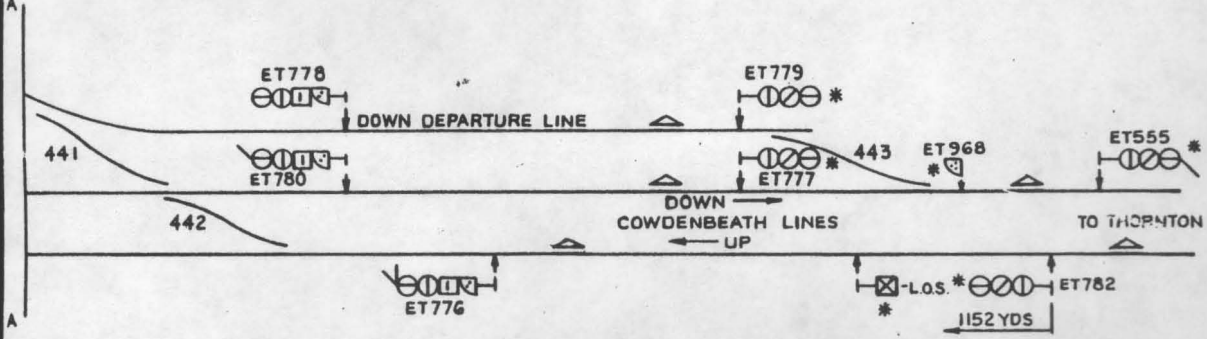
**ROUTE INDICATORS.**

- ⊙ JUNCTION TYPE (SEE RULE BOOK - SECTION 'C')
- ⊙ THEATRE TYPE NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED.
- ⊙ STENCIL TYPE NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED.

WON3-C5

ET776	1	UP COWDENBEATH	ET772	M	-	-	ET778	1	WESTFIELD BCH.	NOTICE BOARD	M	-	ET780	1	DN. COWDENBEATH	ET774	M	-	
	2	DN. COWDENBEATH	ET774	M	J	4		2	ARRIVAL/DEPARTURE	NOTICE BOARD	PL	ST		A	2	WESTFIELD BRANCH	NOTICE BOARD	M	J
	3	WESTFIELD BRANCH	NOTICE BOARD	M	J	5								3	ARRIVAL/DEPARTURE	NOTICE BOARD	PL	ST	A
	4	ARRIVAL/DEPARTURE	NOTICE BOARD	PL	ST	A													

**THORNTON YARD.**  
ELIMINATION OF SIGNAL BOX.



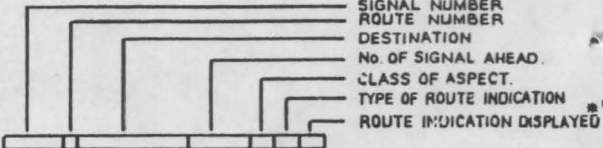
**POINTS**

- CONTROLLED
- HAND

**MISCELLANEOUS**

- ⊙ A.W.S.
- ⊙ A.W.S. CANCELLING INDICATOR
- ⊙ A.W.S. OPERATIONAL ONLY IN THE DIRECTION OF TRAVEL.
- ⊙ MILE POST
- ⊙ NOTICE BOARD
- ⊙ EXISTING SIGNALLING
- ⊙ EMERGENCY TELEPHONE.

**ROUTES OF CONTROLLED SIGNALS ARE SHOWN THIS:-**



\* WHERE A JUNCTION ROUTE INDICATOR IS SPECIFIED, THE ROUTE INDICATION REFERRED TO IS THE APPROPRIATE POSITION OF THE JUNCTION IND. AS OUTLINED IN RULE BOOK SEC. 'C' 3.3.2.

WON3-C6

(PRIVATE and not for publication)

MOVEMENTS  
MGR

BR31015

Room 323

SCOTRAIL

NO.34

## WEEKLY OPERATING NOTICE

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

SATURDAY 16 NOVEMBER 1991

to

FRIDAY 22 NOVEMBER 1991

INCLUSIVE

WON34-C1

### SECTION C

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

##### SATURDAY 16 NOVEMBER - GARVE STATION

###### Up platform

The Up platform will be temporarily shortened by 48 yards at the Kyle end. The portion of platform previously taken out of use, will be re-instated and extended at the Dingwall end, such that 72 yards of platform is available for use.

###### Down platform

The Down platform will be temporarily shortened by 95 yards at the Dingwall end. The portion of platform previously taken out of use, will be re-instated and extended at the Kyle end, such that 67 yards of platform is available for use.

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

(37)

#### DETAILS OF WORK ALREADY CARRIED OUT

THORNTON YARD (CLUNYBRIDGE END) - The single sided reflectorised notice boards, all worded "STOP. TELEPHONE FOR INSTRUCTIONS", together with associated telephones, have been removed from the undernoted locations :-

Down Arrival line  
West Departure line  
Between sidings 6 and 7  
Between sidings 9 and 10

The telephone located between sidings 15 and 16 has been removed.

(36)



WON34-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN THORNTON YARD AND REDFORD JN - The permanent way and signalling at the Redford end of Thornton yard has been rationalised and the undernoted alterations carried out :-

Thornton Yard

Thornton Yard signal box has been eliminated and all points and signals controlled therefrom removed.

The Up Arrival line has been removed together with the associated notice board and telephone.

The connection to the Down Departure No.1 line at Redford Jn has been removed. The designation Down Departure No.1 has been dispensed with and the line has become a buffer-ended yard siding.

The Down Departure No.2 has been redesignated Arrival/Departure line and two single-sided, illuminated notice boards have been provided on the yard side of existing ground position light signal ET953, worded as follows :-

Facing Redford Jn.

"STOP. TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with the Traincrew Supervisor has been provided at this board).

Facing Thornton Yard

"STOP TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with Edinburgh Signalling Centre has been provided at this board).

On the Arrival/Departure line, Track Circuit Block working applies between Redford Jn. and the notice board. Yard working arrangements apply on the yard side of the notice board.

The designation Branch Through Siding has been withdrawn.

Westfield Branch

The Regulations for One Train Working where a Train Staff is provided have been withdrawn.

The Regulations for One Train Working where a Train Staff is not provided have been introduced with the single branch line now being controlled from Edinburgh Signalling Centre.

A new colour light signal, plated ET783, capable of displaying a red, yellow or green aspect together with a No.1 junction route indicator and associated position light aspect with 2-way stencil route indicator, has been provided to control movements from the branch line. A telephone with black and white diagonal striped sign and associated AWS track equipment has been provided.

WON34-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN THORNTON YARD AND REDFORD JN - continued

Westfield Branch - continued

A new reflectorised distant board has been provided for Down direction movements on the single line, on left of drivers, 508 yards on the Westfield side of signal ET783, together with associated AWS track equipment.

AWS track equipment has been provided for the existing Up direction reflectorised distant board at the Westfield end.

AWS cancelling indicators have been provided on the single line in accordance with standard practice.

An emergency lineside telephone for trainmen's use has been provided on the single line at 31 miles 840 yards giving communication with Edinburgh Signalling Centre.

Redford Jn

The undernoted ground position light signals have been removed :-

ET949 (Former Branch Through Siding outlet signal)  
ET955 (Former Down Departure No. 1 outlet signal)  
ET957 (Former Up Arrival outlet signal)  
ET958 (Down Cowdenbeath backshunt signal)  
ET962 (Down Departure backshunt signal)

New colour light signals, capable of displaying a red or green aspect, together with associated position light aspect and 1-way stencil route indicator, have been provided as under :-

Down Departure line, plated ET778  
Down Cowdenbeath line, plated ET780, with No.4 junction route indicator.

Existing Up Cowdenbeath signal ET776 has been provided with a No. 5 junction route indicator. The existing 2-way stencil route indicator has been altered to be 1-way.

The position light aspect associated with signal ET779 (applying to former Rothes Colliery line) has been removed. The former Rothes Colliery line has been removed with the connection on the Down Departure line retained as trap points.

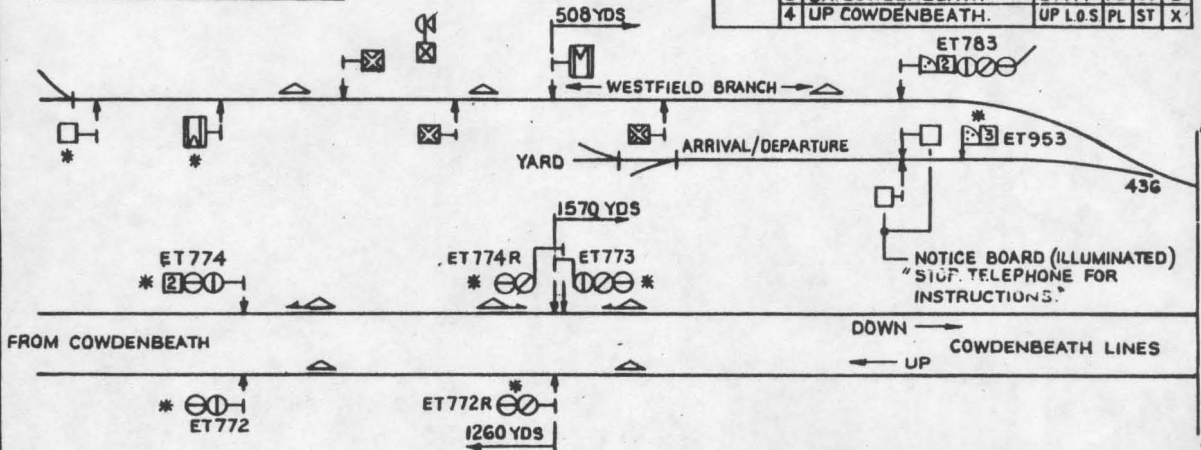
AWS track equipment has been provided on the Down Departure line for signal ET779.

The above arrangements are shown on the sketch on pages C4 and C5 of this notice.

The application of all new running signals, and existing signals where appropriate, is detailed on the sketch.

**THORNTON YARD.**  
ELIMINATION OF SIGNAL BOX.

ET783	1	DN DEPARTURE LINE.	ET779	M	J1	1
	2	DN COWDENBEATH.	ET777	M	-	-
	3	DN COWDENBEATH.	ET777	PL	ST	D
	4	UP COWDENBEATH.	UP L.O.S.	PL	ST	X



**EXPLANATION OF SYMBOLS**

**MAIN LINE COLOUR LIGHT SIGNAL.**

- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊙ RED ASPECT
- ☒ REFLECTORISED DISTANT BOARD.

**POSITION LIGHT/SHUNTING SIGNALS.**

- ⊙ POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT 2 WHITE LIGHTS AT 45°
- ⊙ GROUND MOUNTED POSITION LIGHT
- ☒ L.O.S. INDICATOR LIMIT OF SHUNT (SEE RULE BOOK - SECTION 'C')

**ROUTE INDICATORS.**

- ⊙ JUNCTION TYPE (SEE RULE BOOK - SECTION 'C')
- ⊙ THEATRE TYPE NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED.
- ⊙ STENCIL TYPE NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED.

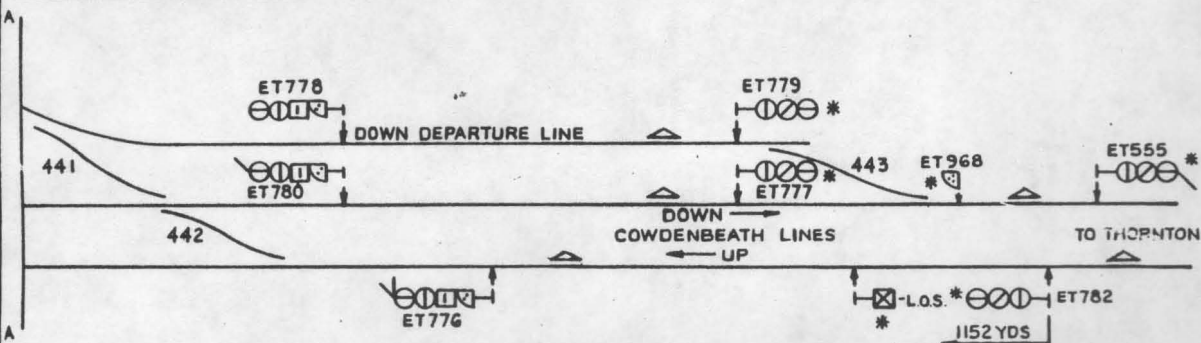
MON33-C4

ET776	1	UP COWDENBEATH	ET772	M	-	-
	2	DN COWDENBEATH	ET774	M	J1	4
	3	WESTFIELD BRANCH	NOTICE BOARD	M	J1	5
	4	ARRIVAL/DEPARTURE	NOTICE BOARD	PL	ST	A

ET778	1	WESTFIELD BCH.	NOTICE BOARD	M	-	-
	2	ARRIVAL/DEPARTURE	NOTICE BOARD	PL	ST	A

ET780	1	DN COWDENBEATH	ET774	M	-	-
	2	WESTFIELD BRANCH	NOTICE BOARD	M	J1	4
	3	ARRIVAL/DEPARTURE	NOTICE BOARD	PL	ST	A

**THORNTON YARD.**  
ELIMINATION OF SIGNAL BOX.



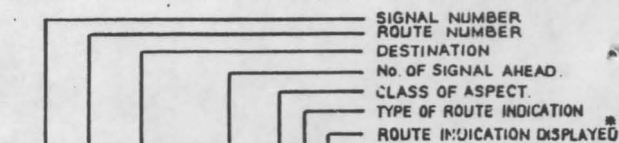
**POINTS**

- ⊙ CONTROLLED
- ⊙ HAND

**MISCELLANEOUS**

- ⊙ A.W.S.
- ⊙ A.W.S. OPERATIONAL ONLY IN THE DIRECTION OF TRAVEL.
- ⊙ MILE POST
- ⊙ NOTICE BOARD
- ☒ A.W.S. CANCELLING INDICATOR
- ⊙ EXISTING SIGNALLING
- ☒ EMERGENCY TELEPHONE.

**ROUTES OF CONTROLLED SIGNALS ARE SHOWN THUS:-**



\* WHERE A JUNCTION ROUTE INDICATOR IS SPECIFIED, THE ROUTE INDICATION REFERRED TO IS THE APPROPRIATE POSITION OF THE JUNCTION IND. AS OUTLINED IN RULE BOOK SEC. 'C' 3.3.2.

MON33-C5

SCOTRAIL<sup>≠</sup>

NO.35

WEEKLY OPERATING NOTICE

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

SATURDAY 23 NOVEMBER 1991

to

FRIDAY 29 NOVEMBER 1991

INCLUSIVE



WON35-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

POLMADIE - The connection between Nos. 3 and 4 Down Through Sidings, at the Rutherglen end, has been temporarily secured out of use, set for movements along No.3 Down Through Siding.

(38)

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 25 NOVEMBER - BETWEEN MORPETH AND BELFORD CROSSOVERS

The following Footpath/Bridleway Crossings will have whistle Boards provided as follows:-

Pegswood Footpath Crossing at 18m. 13ch.

Down Main line	- 295 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 295 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

No. 152 Bridleway Crossing at 31m. 42ch.

No. 161 Bridleway Crossing at 42m. 46ch.

Down Main line	- 305 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 305 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

Footpath Crossing at 32m. 70ch.

Up Main line	- 305 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing

WON35-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 25 NOVEMBER - BETWEEN MORPETH AND BELFORD CROSSOVERS - continued

Newham Footpath Crossing at 47m. 14ch.  
No. 170 Bridleway Crossing at 48m. 63ch.

Down Main line	- 310 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 310 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

(38)

DETAILS OF WORK ALREADY CARRIED OUT

THORNTON YARD (CLUNYBRIDGE END) - The single sided reflectorised notice boards, all worded "STOP. TELEPHONE FOR INSTRUCTIONS", together with associated telephones, have been removed from the undernoted locations :-

Down Arrival line  
West Departure line  
Between sidings 6 and 7  
Between sidings 9 and 10

The telephone located between sidings 15 and 16 has been removed.

(36)

BETWEEN THORNTON YARD AND REDFORD JN - The permanent way and signalling at the Redford end of Thornton yard has been rationalised and the undernoted alterations carried out :-

Thornton Yard

Thornton Yard signal box has been eliminated and all points and signals controlled therefrom removed.

The Up Arrival line has been removed together with the associated notice board and telephone.

The connection to the Down Departure No.1 line at Redford Jn has been removed. The designation Down Departure No.1 has been dispensed with and the line has become a buffer-ended yard siding.

WON35-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN THORNTON YARD AND REDFORD JN - continued

Thornton Yard - continued

The Down Departure No.2 has been redesignated Arrival/Departure line and two single-sided, illuminated notice boards have been provided on the yard side of existing ground position light signal ET953, worded as follows :-

Facing Redford Jn.

"STOP. TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with the Traincrew Supervisor has been provided at this board).

Facing Thornton Yard

"STOP TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with Edinburgh Signalling Centre has been provided at this board).

On the Arrival/Departure line, Track Circuit Block working applies between Redford Jn. and the notice board. Yard working arrangements apply on the yard side of the notice board.

The designation Branch Through Siding has been withdrawn.

Westfield Branch

The Regulations for One Train Working where a Train Staff is provided have been withdrawn.

The Regulations for One Train Working where a Train Staff is not provided have been introduced with the single branch line now being controlled from Edinburgh Signalling Centre.

A new colour light signal, plated ET783, capable of displaying a red, yellow or green aspect together with a No.1 junction route indicator and associated position light aspect with 2-way stencil route indicator, has been provided to control movements from the branch line. A telephone with black and white diagonal striped sign and associated AWS track equipment has been provided.

A new reflectorised distant board has been provided for Down direction movements on the single line, on left of drivers, 508 yards on the Westfield side of signal ET783, together with associated AWS track equipment.

WON35-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN THORNTON YARD AND REDFORD JN - continued

Westfield Branch - continued

AWS track equipment has been provided for the existing Up direction reflectorised distant board at the Westfield end.

AWS cancelling indicators have been provided on the single line in accordance with standard practice.

An emergency lineside telephone for trainmen's use has been provided on the single line at 31 miles 840 yards giving communication with Edinburgh Signalling Centre.

Redford Jn

The undernoted ground position light signals have been removed :-

ET949 (Former Branch Through Siding outlet signal)

ET955 (Former Down Departure No. 1 outlet signal)

ET957 (Former Up Arrival outlet signal)

ET958 (Down Cowdenbeath backshunt signal)

ET962 (Down Departure backshunt signal)

New colour light signals, capable of displaying a red or green aspect, together with associated position light aspect and 1-way stencil route indicator, have been provided as under :-

Down Departure line, plated ET778

Down Cowdenbeath line, plated ET780, with No.4 junction route indicator.

Existing Up Cowdenbeath signal ET776 has been provided with a No. 5 junction route indicator. The existing 2-way stencil route indicator has been altered to be 1-way.

The position light aspect associated with signal ET779 (applying to former Rothes Colliery line) has been removed. The former Rothes Colliery line has been removed with the connection on the Down Departure line retained as trap points.

AWS track equipment has been provided on the Down Departure line for signal ET779.

The above arrangements are shown on the sketch on pages C6 and C7 of this notice.

The application of all new running signals, and existing signals where appropriate, is detailed on the sketch.

(PRIVATE and not for publication)

BR31015

*Documents NER RM 323*

**SCOTRAIL<sup>≠</sup>**

**NO.36**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 30 NOVEMBER 1991**

**to**

**FRIDAY 6 DECEMBER 1991**

**INCLUSIVE**



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 DECEMBER - SIGHTHILL JN - The main line trailing crossover will be removed together with all relative signals.

(39)

SUNDAY 1 DECEMBER - DUMBARTON CENTRAL - The connection Down passenger loop to Down main, at the Dalreoch end, will be reinstated and the special arrangements for the use of this connection withdrawn.

The Up and Down goods loop will remain secured out of use at the Dalreoch end. A buffer stop will be provided on the Up and Down goods loop immediately on the Dalreoch side of ground position light signal D21.

Down passenger loop signal D22 will be provided with a position light aspect.

Up main signal D15 and Down main ground position light signal D19 will have the route to the Down passenger loop restored.

The application of Down main signal D34 will be altered to reflect the reinstatement of the Down passenger loop at the Dalreoch end.

The application of the above signals will now be as detailed below :-

Aspect	Route Indication	Application to or towards
D15 Main	-	D31
Position light	U	Up main
Main	No.1 Junction route indicator	D29

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 1 DECEMBER - DUMBARTON CENTRAL - continued

Aspect	Route Indication	Application to or towards
D15 Position light	No.1 Junction route indicator	Up passenger loop
Main	No.4 Junction route indicator	D33
Position light	No.4 Junction route indicator	Down passenger loop
Position light	X	Down main
D19 Position light	X	Down main
Position light	L	Down passenger loop
D22 Main	-	D12
Position light	-	Down main
D34 Main	-	D20
Position light	D	Down main
Main	No.1 Junction route indicator	D22
Position light	No.1 Junction route indicator	Down passenger loop
Position light	G	Up and Down goods loop

The ground frame controlled connection Up and Down goods loop to High Bank sidings will be reinstated together with a new 5 lever ground frame located on the box side of the connection to the Up and Down goods loop.

(39)

DETAILS OF WORK ALREADY CARRIED OUT

POLMADIE - The connection between Nos. 3 and 4 Down Through Sidings, at the Rutherglen end, has been temporarily secured out of use, set for movements along No.3 Down Through Siding.

(38)

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

- \* \* THORNTON YARD (CLUNYBRIDGE END) - The single sided reflectorised notice boards, all worded "STOP. TELEPHONE FOR INSTRUCTIONS", together with associated telephones, have been removed from the undernoted locations :-

Down Arrival line  
West Departure line  
Between sidings 6 and 7  
Between sidings 9 and 10

The telephone located between sidings 15 and 16 has been removed.

(36)

- \* \* BETWEEN THORNTON YARD AND REDFORD JN - The permanent way and signalling at the Redford end of Thornton yard has been rationalised and the undernoted alterations carried out :-

Thornton Yard

Thornton Yard signal box has been eliminated and all points and signals controlled therefrom removed.

The Up Arrival line has been removed together with the associated notice board and telephone.

The connection to the Down Departure No.1 line at Redford Jn has been removed. The designation Down Departure No.1 has been dispensed with and the line has become a buffer-ended yard siding.

The Down Departure No.2 has been redesignated Arrival/Departure line and two single-sided, illuminated notice boards have been provided on the yard side of existing ground position light signal ET953, worded as follows :-

Facing Redford Jn.

"STOP. TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with the Traincrew Supervisor has been provided at this board).

Facing Thornton Yard

"STOP TELEPHONE FOR INSTRUCTIONS"

(A telephone giving communication with Edinburgh Signalling Centre has been provided at this board).

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

- \* \* BETWEEN THORNTON YARD AND REDFORD JN - continued

\*

Thornton Yard - continued

On the Arrival/Departure line, Track Circuit Block working applies between Redford Jn. and the notice board. Yard working arrangements apply on the yard side of the notice board.

The designation Branch Through Siding has been withdrawn.

Westfield Branch

The Regulations for One Train Working where a Train Staff is provided have been withdrawn.

The Regulations for One Train Working where a Train Staff is not provided have been introduced with the single branch line now being controlled from Edinburgh Signalling Centre.

A new colour light signal, plated ET783, capable of displaying a red, yellow or green aspect together with a No.1 junction route indicator and associated position light aspect with 2-way stencil route indicator, has been provided to control movements from the branch line. A telephone with black and white diagonal striped sign and associated AWS track equipment has been provided.

A new reflectorised distant board has been provided for Down direction movements on the single line, on left of drivers, 508 yards on the Westfield side of signal ET783, together with associated AWS track equipment.

AWS track equipment has been provided for the existing Up direction reflectorised distant board at the Westfield end.

AWS cancelling indicators have been provided on the single line in accordance with standard practice.

An emergency lineside telephone for trainmen's use has been provided on the single line at 31 miles 840 yards giving communication with Edinburgh Signalling Centre.

Redford Jn

The undernoted ground position light signals have been removed :-

ET949 (Former Branch Through Siding outlet signal)  
ET955 (Former Down Departure No. 1 outlet signal)  
ET957 (Former Up Arrival outlet signal)  
ET958 (Down Cowdenbeath backshunt signal)  
ET962 (Down Departure backshunt signal)

WON36-C5

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* BETWEEN THORNTON YARD AND REDFORD JN - continued

Redford Jn - continued

New colour light signals, capable of displaying a red or green aspect, together with associated position light aspect and 1-way stencil route indicator, have been provided as under :-

Down Departure line, plated ET778  
Down Cowdenbeath line, plated ET780, with No.4 junction route indicator.

Existing Up Cowdenbeath signal ET776 has been provided with a No. 5 junction route indicator. The existing 2-way stencil route indicator has been altered to be 1-way.

The position light aspect associated with signal ET779 (applying to former Rothes Colliery line) has been removed. The former Rothes Colliery line has been removed with the connection on the Down Departure line retained as trap points.

AWS track equipment has been provided on the Down Departure line for signal ET779.

The above arrangements are shown on the sketch on pages C7 and C8 of this notice.

The application of all new running signals, and existing signals where appropriate, is detailed on the sketch.

(36)

GARVE STATION

Up platform

The Up platform has been temporarily shortened by 48 yards at the Kyle end. The portion of platform previously taken out of use, has been re-instated and extended at the Dingwall end, such that 72 yards of platform is available for use.

Down platform

The Down platform has been temporarily shortened by 95 yards at the Dingwall end. The portion of platform previously taken out of use, has been re-instated and extended at the Kyle end, such that 67 yards of platform is available for use.

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

(37)

WON36-C6

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN MORPETH AND BELFORD CROSSOVERS

The following Footpath/Bridleway Crossings have been provided with whistle Boards as follows:-

Pegswood Footpath Crossing at 18m. 13ch.

Down Main line	- 295 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 295 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

No. 152 Bridleway Crossing at 31m. 42ch.

No. 161 Bridleway Crossing at 42m. 46ch.

Down Main line	- 305 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 305 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

Footpath Crossing at 32m. 70ch.

Up Main line	- 305 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing

Newham Footpath Crossing at 47m. 14ch.

No. 170 Bridleway Crossing at 48m. 63ch.

Down Main line	- 310 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 310 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

(38)



RM 323

MOVEMENTS MAOCR

SCOTRAIL<sup>≠</sup>

NO.38

WEEKLY OPERATING NOTICE

CONTAINING  
TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND PERMANENT WAY  
ALTERATIONS

SATURDAY 14 DECEMBER 1991

to

FRIDAY 20 DECEMBER 1991

INCLUSIVE

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DUMBARTON CENTRAL - The application of signals D15 (Up main) and D34 (Down main) has been altered to be:-

Aspect	Route Indication	Application to or towards
D15 Main	-	D31
Position light	U	Up main
Main	No.1 Junction route indicator	D29
Position light	No.1 Junction route indicator	Up passenger loop
Main	No.4 Junction route indicator	D33
Position light	No.4 Junction route indicator	Down passenger loop
Position light	X	Down main
D34 Main	-	D20
Position light	-	Down main
Main	No.1 Junction route indicator	D22
Position light	No.1 Junction route indicator	Down passenger loop
Miniature yellow	-	Down goods loop

(39/40)

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 15 DECEMBER - PINWHERRY - The box will be closed as a block post, and the block section extended to be Girvan to Barrhill (total distance 12 miles 370 yards).

All signals controlled from the former Pinwherry box will be removed.

The Up loop will be redesignated Up and Down single line and the Down loop will be taken out of use. The former loop points will be set for the redesignated Up and Down single line and secured out of use pending removal.

A trainmen's emergency telephone with St. Andrew's Cross sign will be provided at the location of the former box, and will give communication with Barrhill box.

(See Section D of this Notice)

(41)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

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

MONDAY 16 DECEMBER - POLMADIE - The connection between Nos 3 and 4 Down Through sidings at the Rutherglen end, previously set for movements along No 3 Down Through siding and secured out of use, will be reinstated.

(41)

## DETAILS OF WORK ALREADY CARRIED OUT

- \*\* POLMADIE - The connection between Nos. 3 and 4 Down Through Sidings, at the Rutherglen end, has been temporarily secured out of use, set for movements along No.3 Down Through Siding.

(This item applies until 16.12.91)

(38)

SIGHTHILL JN - The main line trailing crossover has been removed together with all relative signals.

(39/40)

DUMBARTON CENTRAL - The connection Down passenger loop to Down main, at the Dalreoch end, has been reinstated and the special arrangements for the use of this connection withdrawn.

The Up and Down goods loop remains secured out of use at the Dalreoch end. A buffer stop has been provided on the Up and Down goods loop immediately on the Dalreoch side of ground position light signal D21.

Down passenger loop signal D22 has been provided with a position light aspect.

Up main signal D15 and Down main ground position light signal D19 have had the route to the Down passenger loop restored.

The application of Down main signal D34 has been altered to reflect the reinstatement of the Down passenger loop at the Dalreoch end.

The application of the above signals is now as detailed below :-

Aspect	Route Indication	Application to or towards
D15	Refer to new item on page C1 of this Notice.	
D19 Position light	X	Down main
Position light	L	Down passenger loop

WON38-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DUMBARTON CENTRAL - continued

Aspect	Route Indication	Application to or towards
D22 Main Position light	- -	D12 Down main
D34	<u>Refer to new item on page C1 of this Notice.</u>	

The ground frame controlled connection Up and Down goods loop to High Bank sidings has been reinstated together with a new 5 lever ground frame located on the box side of the connection to the Up and Down goods loop.

(39/40)

BETWEEN KNIGHTSWOOD NORTH JN AND COWLAIRS NORTH JN - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 20 mph speed restriction on the Up Maryhill line between 8m 150 yards and 8m 510 yards, Over curve and through North Jn has been provided 300 yards before reaching Up Maryhill line signal C51, together with associated AWS track equipment.

(39/40)

\*\* BETWEEN MORPETH AND BELFORD CROSSOVERS

\* The following Footpath/Bridleway Crossings have been provided with whistle Boards as follows:-

Pegswood Footpath Crossing at 18m. 13ch.

Down Main line	- 295 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 295 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

WON38-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\*\* BETWEEN MORPETH AND BELFORD CROSSOVERS - continued

No. 152 Bridleway Crossing at 31m. 42ch.  
No. 161 Bridleway Crossing at 42m. 46ch.

Down Main line	- 305 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 305 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

Footpath Crossing at 32m. 70ch.

Up Main line	- 305 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing

Newham Footpath Crossing at 47m. 14ch.  
No. 170 Bridleway Crossing at 48m. 63ch.

Down Main line	- 310 yards before reaching the crossing
Down Main line (Up direction)	- 195 yards before reaching the crossing
Up Main line	- 310 yards before reaching the crossing
Up Main line (Down direction)	- 195 yards before reaching the crossing

(38)

ALNMOUTH STATION - The Pedestrian/Barrow Crossing at the South end of Alnmouth Station has been equipped with miniature Red/Green warning lights.

Telephones communicating with Alnmouth signal box have been provided either side of the crossing.

(39/40)



(PRIVATE and not for publication)

MOVEMENTS MGR  
Room 323  
BR31015

SCOTRAIL

NO.39/40

## WEEKLY OPERATING NOTICE

CONTAINING  
TEMPORARY SPEED RESTRICTIONS  
TEMPORARY ENGINEERING WORKS  
SIGNALLING AND PERMANENT WAY  
ALTERATIONS

SATURDAY 21 DECEMBER 1991

to

FRIDAY 3 JANUARY 1992

INCLUSIVE

THIS BOOKLET CONTAINS NOTICES FOR  
TWO WEEKS

WON39/40-C1

### SECTION C

#### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

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

MONDAY 30 DECEMBER - BETWEEN LOCH AWE AND OBAN - Permanent speed restrictions  
alterations will apply as follows :-

##### Between Loch Awe and Connel Ferry

The following additional restrictions applying to all trains EXCEPT CLASS 15X SERIES DMUs  
will be introduced :-

##### Up direction

30 mph	between	63m 600 yards and 63m 310 yards
15 mph	between	59m 170 yards and 58m 1730 yards

##### Down direction

20 mph	between	58m 1570 yards and 58m 1710 yards
30 mph	between	63m 150 yards and 63m 440 yards

The existing restriction of 50mph in the Up and Down direction between 56m 1650 yards and 59m  
1490 yards applying to CLASS 15X SERIES DMUs ONLY will be Altered to become as follows :-

##### Up direction

50 mph	between	59m 1490 yards and 59m 170 yards
15 mph	between	59m 170 yards and 58m 1730 yards
50 mph	between	58m 1730 yards and 56m 1650 yards

##### Down direction

50mph	between	56m 1650 yards and 58m 1570 yards
20mph	between	58m 1570 yards and 58m 1710 yards
50mph	between	58m 1710 yards and 59m 1490 yards

An Additional restriction applying to CLASS 15X SERIES DMUs ONLY of 30 mph between 63m 600  
yards and 63m 310 yards in the Up direction and 30 mph between 63m 150 yards and 63m 440 yards  
in the Down direction will be introduced.

WON39/40-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 30 DECEMBER - BETWEEN LOCH AWE AND OBAN - continued

Between Connel Ferry and Oban

The existing restriction of 30 mph in the Up and Down directions between 68m 970 yards and Oban applying to all trains EXCEPT CLASS 15X SERIES DMUs will be Altered to become as follows :-

Up direction

30 mph	between	Oban and 69m 1060 yards
20 mph	between	69m 1060 yards and 69m 960 yards
30 mph	between	69m 960 yards and 68m 970 yards

Down direction

30 mph	between	68m 970 yards and 69m 850 yards
20 mph	between	69m 850 yards and 69m 940 yards
30 mph	between	69m 940 yards and Oban

The existing restriction of 35 mph in the Up and Down directions between 68m 970 yards and Oban applying to CLASS 15X SERIES DMUs ONLY will be Altered to become as follows :-

Up direction

35 mph	between	Oban and 69m 1060 yards
20 mph	between	69m 1060 yards and 69m 960 yards
35 mph	between	69m 960 yards and 68m 970 yards

Down direction

35 mph	between	68m 970 yards and 69m 850 yards
20 mph	between	69m 850 yards and 69m 940 yards
35 mph	between	69m 940 yards and Oban

(See Section D of this Notice)

(42)

MONDAY 30 DECEMBER - FORT WILLIAM JN TO MORAR - Permanent speed restriction alterations will apply as follows :-

Between Fort William Jn and Annat

The existing restriction of 5 mph in the Up and Down direction between 0m 460 yards and 0m 700 yards applying to all trains EXCEPT CLASS 15X SERIES DMUs will be Altered to become between 0m 540 yards and 0m 650 yards in the Up and Down direction.

An Additional restriction applying to all trains EXCEPT CLASS 15X SERIES DMUs of 25 mph in the Down direction between 0m 910 yards and 0m 1000 yards will be introduced.

WON39/40-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 30 DECEMBER - FORT WILLIAM JN TO MORAR - continued

Between Fort William Jn and Annat - continued

The existing restrictions applying to CLASS 15X SERIES DMUs only, all in the Up and Down direction, of 40 mph between 0m 110 yards and 0m 460 yards, 5 mph between 0m 460 yards and 0m 700 yards, and 40 mph between 0m 700 yards and 4m 530 yards will be Altered to become as follows :-

Up direction

40 mph	between	4m 530 yards and 0m 650 yards
5 mph	between	0m 650 yards and 0m 540 yards
40 mph	between	0m 540 yards and 0m 110 yards

Down direction

40 mph	between	0m 110 yards and 0m 540 yards
5 mph	between	0m 540 yards and 0m 650 yards
55 mph	between	0m 650 yards and 0m 910 yards
25 mph	between	0m 910 yards and 0m 1000 yards
40 mph	between	0m 1000 yards and 4m 530 yards

Between Arisaig and Morar

An Additional restriction applying to all trains EXCEPT CLASS 15X SERIES DMUs of 15 mph in the Up direction between 36m 1110 yards and 36m 750 yards and 15 mph in the Down direction between 36m 640 yards and 36m 1000 yards will be introduced.

The existing restriction applying to CLASS 15X SERIES DMUs ONLY of 30 mph in the Up and Down direction between 36m 330 yards and 36m 1230 yards will be Altered to become as follows :-

Up direction

30 mph	between	36m 1230 yards and 36m 1110 yards
15 mph	between	36m 1110 yards and 36m 750 yards
30 mph	between	36m 750 yards and 36m 330 yards

Down direction

30 mph	between	36m 330 yards and 36m 640 yards
15 mph	between	36m 640 yards and 36m 1000 yards
30 mph	between	36m 1000 yards and 36m 1230 yards

(See Section D of this notice)

(42)

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

POLMADIE - The connection between Nos 3 and 4 Down Through sidings at the Rutherglen end, previously set for movements along No 3 Down Through siding and secured out of use, has been reinstated.

(41)

PINWHERRY - The box has been closed as a block post, and the block section extended to be Girvan to Barrhill (total distance 12 miles 370 yards).

All signals controlled from the former Pinwherry box have been removed.

The Up loop has been redesignated Up and Down single line and the Down loop has been taken out of use. The former loop points have been set for the redesignated Up and Down single line and secured out of use pending removal.

A trainmen's emergency telephone with St. Andrew's Cross sign has been provided at the location of the former box, and gives communication with Barrhill box.

(See Section D of this Notice)

(41)

\* \* SIGHTHILL JN - The main line trailing crossover has been removed together with all relative signals.

(39/40)

\* \* DUMBARTON CENTRAL - The connection Down passenger loop to Down main, at the Dalreoch end, has been reinstated and the special arrangements for the use of this connection withdrawn.

The Up and Down goods loop remains secured out of use at the Dalreoch end. A buffer stop has been provided on the Up and Down goods loop immediately on the Dalreoch side of ground position light signal D21.

Down passenger loop signal D22 has been provided with a position light aspect. Up main signal D15 and Down main ground position light signal D19 have had the route to the Down passenger loop restored.

The application of Down main signal D34 has been altered to reflect the reinstatement of the Down passenger loop at the Dalreoch end.

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

\* \* DUMBARTON CENTRAL - continued

\*

The application of the above signals is now as detailed below :-

	Aspect	Route Indication	Application to or towards
D15	Main	-	D31
	Position light	U	Up main
	Main	No.1 Junction route indicator	D29
	Position light	No.1 Junction route indicator	Up passenger loop
	Main	No.4 Junction route indicator	D33
	Position light	No.4 Junction route indicator	Down passenger loop
	Position light	X	Down main
D19	Position light	X	Down main
	Position light	L	Down passenger loop
D22	Main	-	D12
	Position light	-	Down main
D34	Main	-	D20
	Position light	-	Down main
	Main	No.1 Junction route indicator	D22
	Position light	No.1 Junction route indicator	Down passenger loop
	Miniature yellow	-	Down goods loop

The ground frame controlled connection Up and Down goods loop to High Bank sidings has been reinstated together with a new 5 lever ground frame located on the box side of the connection to the Up and Down goods loop.

(39/40)

\* \* BETWEEN KNIGHTSWOOD NORTH JN AND COWLAIRS NORTH JN - A permanent speed restriction warning indicator (Rule Book Appendix 2.2) associated with the 20 mph speed restriction on the Up Maryhill line between 8m 150 yards and 8m 510 yards, over curve and through North Jn has been provided 300 yards before reaching Up Maryhill line signal C51, together with associated AWS track equipment.

(39/40)

\* \* ALNMOUTH STATION - The Pedestrian/Barrow Crossing at the South end of Alnmouth Station has been equipped with miniature Red/Green warning lights. Telephones communicating with Alnmouth signal box have been provided either side of the crossing.

(39/40)



SCOTRAIL<sup>≠</sup>

NO.41

## WEEKLY OPERATING NOTICE

CONTAINING  
 TEMPORARY SPEED RESTRICTIONS  
 TEMPORARY ENGINEERING WORKS  
 SIGNALLING AND PERMANENT WAY  
 ALTERATIONS

SATURDAY 4 JANUARY 1992

to

FRIDAY 10 JANUARY 1992

INCLUSIVE

WON41-C1

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 6 JANUARY - PRESTON STATION - No. 1 Siding and No. 2 locomotive Siding will be temporarily shortened by approximately 40 yards at the buffer stop ends.

(44)

DETAILS OF WORK ALREADY CARRIED OUT

\*\* POLMADIE - The connection between Nos 3 and 4 Down Through sidings at the Rutherglen end, previously set for movements along No 3 Down Through siding and secured out of use, has been reinstated.

(41)

\*\* PINWHERRY - The box has been closed as a block post, and the block section extended to be Girvan to Barrhill (total distance 12 miles 370 yards).

All signals controlled from the former Pinwherry box have been removed.

The Up loop has been redesignated Up and Down single line and the Down loop has been taken out of use. The former loop points have been set for the redesignated Up and Down single line and secured out of use pending removal.

A trainmen's emergency telephone with St. Andrew's Cross sign has been provided at the location of the former box, and gives communication with Barrhill box.

(See Section D of this Notice)

(41)

BETWEEN LOCH AWE AND OBAN - Permanent speed restrictions alterations apply as follows :-

Between Loch Awe and Connel Ferry

The following additional restrictions applying to all trains EXCEPT CLASS 15X SERIES DMUs have been introduced :-

Up direction

30 mph between  
15 mph between

63m 600 yards and 63m 310 yards  
59m 170 yards and 58m 1730 yards

Down direction

20 mph between  
30 mph between

58m 1570 yards and 58m 1710 yards  
63m 150 yards and 63m 440 yards

WON41-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN LOCH AWE AND OBAN - continued

Between Loch Awe and Connel Ferry - continued

The existing restriction of 50mph in the Up and Down direction between 56m 1650 yards and 59m 1490 yards applying to CLASS 15X SERIES DMUs ONLY has been Altered to become as follows :-

Up direction

50 mph between	59m 1490 yards and 59m 170 yards
15 mph between	59m 170 yards and 58m 1730 yards
50 mph between	58m 1730 yards and 56m 1650 yards

Down direction

50mph between	56m 1650 yards and 58m 1570 yards
20mph between	58m 1570 yards and 58m 1710 yards
50mph between	58m 1710 yards and 59m 1490 yards

An Additional restriction applying to CLASS 15X SERIES DMUs ONLY of 30 mph between 63m 600 yards and 63m 310 yards in the Up direction and 30 mph between 63m 150 yards and 63m 440 yards in the Down direction has been introduced.

Between Connel Ferry and Oban

The existing restriction of 30 mph in the Up and Down directions between 68m 970 yards and Oban applying to all trains EXCEPT CLASS 15X SERIES DMUs has been Altered to become as follows :-

Up direction

30 mph between	Oban and 69m 1060 yards
20 mph between	69m 1060 yards and 69m 960 yards
30 mph between	69m 960 yards and 68m 970 yards

Down direction

30 mph between	68m 970 yards and 69m 850 yards
20 mph between	69m 850 yards and 69m 940 yards
30 mph between	69m 940 yards and Oban

The existing restriction of 35 mph in the Up and Down directions between 68m 970 yards and Oban applying to CLASS 15X SERIES DMUs ONLY has been Altered to become as follows :-

Up direction

35 mph between	Oban and 69m 1060 yards
20 mph between	69m 1060 yards and 69m 960 yards
35 mph between	69m 960 yards and 68m 970 yards

Down direction

35 mph between	68m 970 yards and 69m 850 yards
20 mph between	69m 850 yards and 69m 940 yards
35 mph between	69m 940 yards and Oban

(See Section D of this Notice)

(42)

WON41-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

FORT WILLIAM JN TO MORAR - Permanent speed restriction alterations apply as follows :-

Between Fort William Jn and Annat

The existing restriction of 5 mph in the Up and Down direction between 0m 460 yards and 0m 700 yards applying to all trains EXCEPT CLASS 15X SERIES DMUs has been Altered to become between 0m 540 yards and 0m 650 yards in the Up and Down direction.

An Additional restriction applying to all trains EXCEPT CLASS 15X SERIES DMUs of 25 mph in the Down direction between 0m 910 yards and 0m 1000 yards has been introduced.

The existing restrictions applying to CLASS 15X SERIES DMUs only, all in the Up and Down direction, of 40 mph between 0m 110 yards and 0m 460 yards, 5 mph between 0m 460 yards and 0m 700 yards, and 40 mph between 0m 700 yards and 4m 530 yards have been Altered to become as follows :-

Up direction

40 mph between	4m 530 yards and 0m 650 yards
5 mph between	0m 650 yards and 0m 540 yards
40 mph between	0m 540 yards and 0m 110 yards

Down direction

40 mph between	0m 110 yards and 0m 540 yards
5 mph between	0m 540 yards and 0m 650 yards
55 mph between	0m 650 yards and 0m 910 yards
25 mph between	0m 910 yards and 0m 1000 yards
40 mph between	0m 1000 yards and 4m 530 yards

Between Arisaig and Morar

An Additional restriction applying to all trains EXCEPT CLASS 15X SERIES DMUs of 15 mph in the Up direction between 36m 1110 yards and 36m 750 yards and 15 mph in the Down direction between 36m 640 yards and 36m 1000 yards has been introduced.

The existing restriction applying to CLASS 15X SERIES DMUs ONLY of 30 mph in the Up and Down direction between 36m 330 yards and 36m 1230 yards has been Altered to become as follows :-

Up direction

30 mph between	36m 1230 yards and 36m 1110 yards
15 mph between	36m 1110 yards and 36m 750 yards
30 mph between	36m 750 yards and 36m 330 yards

Down direction

30 mph between	36m 330 yards and 36m 640 yards
15 mph between	36m 640 yards and 36m 1000 yards
30 mph between	36m 1000 yards and 36m 1230 yards

(See Section D of this notice)

(42)

(PRIVATE and not for publication)

Movements Mgr RM 388

BR31015

**SCOTRAIL<sup>≠</sup>**

**NO.42**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 11 JANUARY 1992**

**to**

**FRIDAY 17 JANUARY 1992**

**INCLUSIVE**



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 JANUARY - BLACKFORD - The Down Section Signal will be renewed at the same location, arm 12 feet above rail level.

(45)

SUNDAY 12 JANUARY - INVERGORDON - An additional reflectorised stop board on the right of, and facing to, drivers of Up direction trains will be provided on the Down line 11 yards on the Evanton side of the Down platform worded :-

"STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"

(45)

## DETAILS OF WORK ALREADY CARRIED OUT

\* BETWEEN LOCH AWE AND OBAN - Permanent speed restrictions alterations apply as follows :-

Between Loch Awe and Connel Ferry

The following additional restrictions applying to all trains EXCEPT CLASS 15X SERIES DMUs have been introduced :-

Up direction

30 mph between	63m 600 yards and 63m 310 yards
15 mph between	59m 170 yards and 58m 1730 yards

Down direction

20 mph between	58m 1570 yards and 58m 1710 yards
30 mph between	63m 150 yards and 63m 440 yards

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

\* BETWEEN LOCH AWE AND OBAN - continued

Between Loch Awe and Connel Ferry - continued

The existing restriction of 50mph in the Up and Down direction between 56m 1650 yards and 59m 1490 yards applying to CLASS 15X SERIES DMUs ONLY has been Altered to become as follows :-

Up direction

50 mph between	59m 1490 yards and 59m 170 yards
15 mph between	59m 170 yards and 58m 1730 yards
50 mph between	58m 1730 yards and 56m 1650 yards

Down direction

50mph between	56m 1650 yards and 58m 1570 yards
20mph between	58m 1570 yards and 58m 1710 yards
50mph between	58m 1710 yards and 59m 1490 yards

An Additional restriction applying to CLASS 15X SERIES DMUs ONLY of 30 mph between 63m 600 yards and 63m 310 yards in the Up direction and 30 mph between 63m 150 yards and 63m 440 yards in the Down direction has been introduced.

Between Connel Ferry and Oban

The existing restriction of 30 mph in the Up and Down directions between 68m 970 yards and Oban applying to all trains EXCEPT CLASS 15X SERIES DMUs has been Altered to become as follows :-

Up direction

30 mph between	Oban and 69m 1060 yards
20 mph between	69m 1060 yards and 69m 960 yards
30 mph between	69m 960 yards and 68m 970 yards

Down direction

30 mph between	68m 970 yards and 69m 850 yards
20 mph between	69m 850 yards and 69m 940 yards
30 mph between	69m 940 yards and Oban

The existing restriction of 35 mph in the Up and Down directions between 68m 970 yards and Oban applying to CLASS 15X SERIES DMUs ONLY has been Altered to become as follows :-

Up direction

35 mph between	Oban and 69m 1060 yards
20 mph between	69m 1060 yards and 69m 960 yards
35 mph between	69m 960 yards and 68m 970 yards

Down direction

35 mph between	68m 970 yards and 69m 850 yards
20 mph between	69m 850 yards and 69m 940 yards
35 mph between	69m 940 yards and Oban

(See Section D of this Notice)

(42)

WON42-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \*FORT WILLIAM JN TO MORAR - Permanent speed restriction alterations apply  
\* as follows :-

Between Fort William Jn and Annat

The existing restriction of 5 mph in the Up and Down direction between 0m 460 yards and 0m 700 yards applying to all trains EXCEPT CLASS 15X SERIES DMUs has been Altered to become between 0m 540 yards and 0m 650 yards in the Up and Down direction.

An Additional restriction applying to all trains EXCEPT CLASS 15X SERIES DMUs of 25 mph in the Down direction between 0m 910 yards and 0m 1000 yards has been introduced.

The existing restrictions applying to CLASS 15X SERIES DMUs only, all in the Up and Down direction, of 40 mph between 0m 110 yards and 0m 460 yards, 5 mph between 0m 460 yards and 0m 700 yards, and 40 mph between 0m 700 yards and 4m 530 yards have been Altered to become as follows :-

<u>Up direction</u>	
<u>40 mph</u> between	<u>4m 530 yards and 0m 650 yards</u>
<u>5 mph</u> between	<u>0m 650 yards and 0m 540 yards</u>
<u>40 mph</u> between	<u>0m 540 yards and 0m 110 yards</u>

<u>Down direction</u>	
<u>40 mph</u> between	<u>0m 110 yards and 0m 540 yards</u>
<u>5 mph</u> between	<u>0m 540 yards and 0m 650 yards</u>
<u>55 mph</u> between	<u>0m 650 yards and 0m 910 yards</u>
<u>25 mph</u> between	<u>0m 910 yards and 0m 1000 yards</u>
<u>40 mph</u> between	<u>0m 1000 yards and 4m 530 yards</u>

Between Arisaig and Morar

An Additional restriction applying to all trains EXCEPT CLASS 15X SERIES DMUs of 15 mph in the Up direction between 36m 1110 yards and 36m 750 yards and 15 mph in the Down direction between 36m 640 yards and 36m 1000 yards has been introduced.

WON42-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \*FORT WILLIAM JN TO MORAR - continued

\* Between Arisaig and Morar - continued

The existing restriction applying to CLASS 15X SERIES DMUs ONLY of 30 mph in the Up and Down direction between 36m 330 yards and 36m 1230 yards has been Altered to become as follows :-

<u>Up direction</u>	
<u>30 mph</u> between	<u>36m 1230 yards and 36m 1110 yards</u>
<u>15 mph</u> between	<u>36m 1110 yards and 36m 750 yards</u>
<u>30 mph</u> between	<u>36m 750 yards and 36m 330 yards</u>

<u>Down direction</u>	
<u>30 mph</u> between	<u>36m 330 yards and 36m 640 yards</u>
<u>15 mph</u> between	<u>36m 640 yards and 36m 1000 yards</u>
<u>30 mph</u> between	<u>36m 1000 yards and 36m 1230 yards</u>

(See Section D of this notice)

(42)

PRESTON STATION - No.1 Siding and No.2 locomotive Siding have been temporarily shortened by approximately 40 yards at the buffer stop ends.

(44)

MOVEMENTS MNGR, RM 323

A

SCOTRAIL<sup>®</sup>



NO.43

## WEEKLY OPERATING NOTICE

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

SATURDAY 18 JANUARY 1992

to

FRIDAY 24 JANUARY 1992

INCLUSIVE



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

MIDCALDER JN - The Midcalder lines trailing crossover has been temporarily secured out of use. (45)

AIRDRIE - The connection to the S&T siding has been secured out of use, set for movements to/from the CE sidings. (45)

NORTH BERWICK STATION - A post-mounted telephone, with St Andrews Cross sign, and connected to Edinburgh SC has been provided for the use of trainmen adjacent to the waiting shelter. (45)

PRESTON STATION

Platform work has been taking place on the down fast platform (No.3) which has been shortened by approximately 100 yards at the North end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided. (45)

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 18 JANUARY - CARLISLE CITADEL STATION

The temporary stop block in No 8 bay platform will be removed, re-instating the platform to its original length. (46)

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

SUNDAY 19 JANUARY - BETWEEN QUINTINSHILL AND LOCKERBIE - The existing permanent speed restriction of 100 mph on the Up and Down main lines between 12m 810 yards and 25m 180 yards will be altered to become :-

Up line

100 mph	between	25m 180 yards and 14m 830 yards
90 mph	between	14m 830 yards and 13m 950 yards
100 mph	between	13m 950 yards and 12m 810 yards

Down line

100 mph	between	12m 810 yards and 12m 1070 yards
90 mph	between	12m 1070 yards and 13m 950 yards
100 mph	between	13m 950 yards and 25m 180 yards

(See Section D of this Notice)

(46)

DETAILS OF WORK ALREADY CARRIED OUT

BLACKFORD - The Down Section Signal has been renewed at the same location, arm 12 feet above rail level. (45)

INVERGORDON - An additional reflectorised stop board on the right of, and facing to, drivers of Up direction trains has been provided on the Down line 11 yards on the Evanton side of the Down platform worded :-

"STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"

(45)

\*\* PRESTON STATION - No 1 Siding and No.2 locomotive Siding have been temporarily shortened by approximately 40 yards at the buffer stop ends (43)

SCOTRAIL<sup>≠</sup>

NO.44

# WEEKLY OPERATING NOTICE

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

SATURDAY 25 JANUARY 1992

to

FRIDAY 31 JANUARY 1992

INCLUSIVE

WON44-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### DETAILS OF WORK REFERRED TO IN SECTION B

NIL

### DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN QUINTINSHILL AND LOCKERBIE - The existing permanent speed restriction of 100 mph on the Up and Down main lines between 12m 810 yards and 25m 180 yards has been Altered to become :-

<u>Up line</u>			
<u>100 mph</u>	between	25m 180 yards and	14m 830 yards
<u>90 mph</u>	between	14m 830 yards and	13m 950 yards
<u>100 mph</u>	between	13m 950 yards and	12m 810 yards

#### Down line

<u>100 mph</u>	between	12m 810 yards and	12m 1070 yards
<u>90 mph</u>	between	12m 1070 yards and	13m 950 yards
<u>100 mph</u>	between	13m 950 yards and	25m 180 yards

(See Section D of this Notice)

(46)

MIDCALDER JN - The Midcalder lines trailing crossover has been temporarily secured out of use.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

(45)

BLACKFORD - The Down Section Signal has been renewed at the same location, arm 12 feet above rail level.

(45)

AIRDRIE - The connection to the S&T siding has been secured out of use, set for movements to/from the CE sidings.

(45)

NORTH BERWICK STATION - A post-mounted telephone, with St Andrews Cross sign, and connected to Edinburgh SC has been provided for the use of trainmen adjacent to the waiting shelter.

(45)

INVERGORDON - An additional reflectorised stop board on the right of, and facing to, drivers of Up direction trains has been provided on the Down line 11 yards on the Evanton side of the Down platform worded :-

"STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"

(45)

PRESTON STATION

Platform work has been taking place on the down fast platform (No.3) which has been shortened by approximately 100 yards at the North end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

(45)

CARLISLE CITADEL STATION - The temporary stop block in No 8 bay platform has been removed, re-instating the platform to its original length.

(46)

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**SCOTRAIL<sup>®</sup>**

**NO.45**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 1 FEBRUARY 1992**

**to**

**FRIDAY 7 FEBRUARY 1992**

**INCLUSIVE**

WON45-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN QUINTINSHILL AND LOCKERBIE - The existing permanent speed restriction of 100 mph on the Up and Down main lines between 12m 810 yards and 25m 180 yards has been Altered to become :-

<u>Up line</u>		
<u>100 mph</u>	between	<u>25m 180 yards and 14m 830 yards</u>
<u>90 mph</u>	between	<u>14m 830 yards and 13m 950 yards</u>
<u>100 mph</u>	between	<u>13m 950 yards and 12m 810 yards</u>

Down line

<u>100 mph</u>	between	<u>12m 810 yards and 12m 1070 yards</u>
<u>90 mph</u>	between	<u>12m 1070 yards and 13m 950 yards</u>
<u>100 mph</u>	between	<u>13m 950 yards and 25m 180 yards</u>

(PON45D, page 57 refers)

(46)

\* \* MIDCALDER JN - The Midcalder lines trailing crossover has been temporarily secured  
\* out of use.

(45)

\* \* BLACKFORD - The Down Section Signal has been renewed at the same location, arm  
\* 12 feet above rail level.

(45)

WON45-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* AIRDRIE - The connection to the S&T siding has been secured out of use, set  
\* for movements to/from the CE sidings.

(45)

\* \* NORTH BERWICK STATION - A post-mounted telephone, with St Andrews Cross sign,  
\* and connected to Edinburgh SC has been provided for the use of trainmen adjacent to the waiting shelter.

(45)

\* \* INVERGORDON - An additional reflectorised stop board on the right of, and  
\* facing to, drivers of Up direction trains has been provided on the Down line 11 yards on the Evanton side of the Down platform worded :-

"STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"

(45)

\* \* PRESTON STATION

\*

Platform work has been taking place on the down fast platform (No.3) which has been shortened by approximately 100 yards at the North end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

(45)

CARLISLE CITADEL STATION - The temporary stop block in No 8 bay platform has been removed, re-instating the platform to its original length.

(46)

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SCOTRAIL<sup>≠</sup>

NO.46

# WEEKLY OPERATING NOTICE

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

SATURDAY 8 FEBRUARY 1992

to

FRIDAY 14 FEBRUARY 1992

INCLUSIVE

WON46-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### DETAILS OF WORK REFERRED TO IN SECTION B

NIL

### DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN QUINTINSHILL AND LOCKERBIE - The existing permanent speed restriction of  
\* 100 mph on the Up and Down main lines between 12m 810 yards and 25m 180 yards has been  
Altered to become :-

<u>Up line</u>		
<u>100 mph</u>	between	<u>25m 180 yards and 14m 830 yards</u>
<u>90 mph</u>	between	<u>14m 830 yards and 13m 950 yards</u>
<u>100 mph</u>	between	<u>13m 950 yards and 12m 810 yards</u>

#### Down line

<u>100 mph</u>	between	<u>12m 810 yards and 12m 1070 yards</u>
<u>90 mph</u>	between	<u>12m 1070 yards and 13m 950 yards</u>
<u>100 mph</u>	between	<u>13m 950 yards and 25m 180 yards</u>

(PON45D, page 57 refers)

(46)

\* \* CARLISLE CITADEL STATION - The temporary stop block in No 8 bay platform has been  
\* removed, re-instating the platform to its original length.

(46)

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NO.47

WEEKLY OPERATING NOTICE

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

SATURDAY 15 FEBRUARY 1992

to

FRIDAY 21 FEBRUARY 1992

INCLUSIVE

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN CALDEW JN AND MOSSBAND JN - The existing 20 mph permanent speed restriction applying over the Down and Up goods lines from 2 miles 220 yards to 2 miles 370 yards has become a 10 mph permanent speed restriction applying from 2 miles 330 yards to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Down goods line from 2 miles 370 yards to 2 miles 1410 yards has become a 25 mph permanent speed restriction applying from 2 miles 510 yards to Kingmoor and no longer applies to passenger trains.

The existing 25 mph permanent speed restriction applying over the Down goods line from 2 miles 1410 yards to Kingmoor (which also applies to passenger trains) has been removed.

The existing 25 mph permanent speed restriction applying over the Up goods/arrival/avoiding line from Mossband Jn to 2 miles 1410 yards has been extended to apply from Mossband Jn to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Up goods line from 2 miles 1410 yards to 2 miles 370 yards (which also applies to passenger trains) has been removed.

## DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 15 FEBRAURY - LEUCHARS STATION - The Up platform will be temporarily shortened by 71 yards at the Dundee end.

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

(50)

## SUNDAY 16 FEBRUARY - NEWTON AREA

NOTE THE ITEM HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO 45D (PAGES 81 TO 84 INCLUSIVE) IS SUPERSEDED.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED FEBRUARY, 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

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

## SUNDAY 16 FEBRUARY - NEWTON AREA - continued

The undernoted permanent way and signalling arrangements and the associated diagrams on pages C6 and C7 will apply :-

The Down main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively will be Available for Use

(Note that the full range of signalled moves through these crossovers will not apply as the North and South Connecting lines remain available for Down direction movements only at this stage).

The following lines/connections will Remain out of Use :-

Up Hamilton line between Newton East Junction and Hamilton West including the connection to the Turnback Siding.

Down Kirkhill line between Newton West Junction and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Junction.

Kirkhill lines trailing crossover at Newton East Junction.

The following arrangements will continue to apply :-

Newton

The South and North Connecting lines will Continue to be worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station will Continue to be worked in the DOWN direction only.

Between Hamilton West and Newton

Trains will Continue to be worked over the DOWN Hamilton line in the DOWN direction only.

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

SUNDAY 16 FEBRUARY - NEWTON AREA - continued

Signalling Arrangements

The following signals, previously adjusted to be capable of displaying a red or single yellow aspect only will be altered to be capable of displaying a red, single yellow, double yellow (where applicable) or green aspect :-

<u>Up Main</u>	<u>Down Main</u>	<u>South Connecting Line</u>
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	
M170	M133	M145
M178		M147
		<u>Down Hamilton</u>
		M179

(Additionally Down main line signals M159 and M139 will be brought back into use with all signal aspects available).

Down Hamilton signal M179R, previously adjusted to be capable of displaying a single yellow or double yellow aspect only, will be altered to be capable of displaying a single yellow, double yellow, or green aspect.

In addition, the flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, which were previously provided on the Up approach to Uddingston Jn, will be reinstated. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No</u>	<u>Aspect Sequence</u>
M178	Single flashing yellow
M170 (Up main)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

Down South Connecting line signal M165, will be altered to display a "U" route indication when a proceed aspect is obtained.

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

SUNDAY 16 FEBRUARY - NEWTON AREA - continued

Signalling Arrangements - continued

The application of all running signals, with the exception of those detailed below (and of Up main signal M182) will be to the next signal capable of displaying a red aspect.

Running Signals

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication Where Provided</u>	<u>Application To or Towards</u>
<u>Down Main</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS
M171	Main	Position 1 Junction Indicator	M165
	Main	-	M159

Position Light Signals

The following position light signals will be Brought Back Into Use as follows :-

<u>Signal</u>	<u>Route Indication where Provided</u>	<u>From</u>	<u>Application Towards</u>
M168	-	Down Main	Up Main
M173	'L'	Up Main	Down South connecting line
	'M'		Down Main

Temporary Speed Restrictions

The temporary speed restriction of 25 mph previously imposed throughout the Newton area will be withdrawn and all associated speed and termination indicators removed.

(All concerned to note 'Section A' of this and following Notices as temporary speed restrictions may be imposed within the Newton area in connection with ongoing engineering work).



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 16 FEBRUARY - BETWEEN COWLAIRS WEST JN AND SPRINGBURN - The Up Branch Passenger line will be sited to a new alignment, 4 yards farther from the Down Branch Passenger line, between Om 400 yards and Om 880 yards.

(50)

SUNDAY 16 FEBRUARY - HAYMARKET - The A.W.S track equipment associated with Down North line signal EH513 will be repositioned 40 yards nearer the signal.

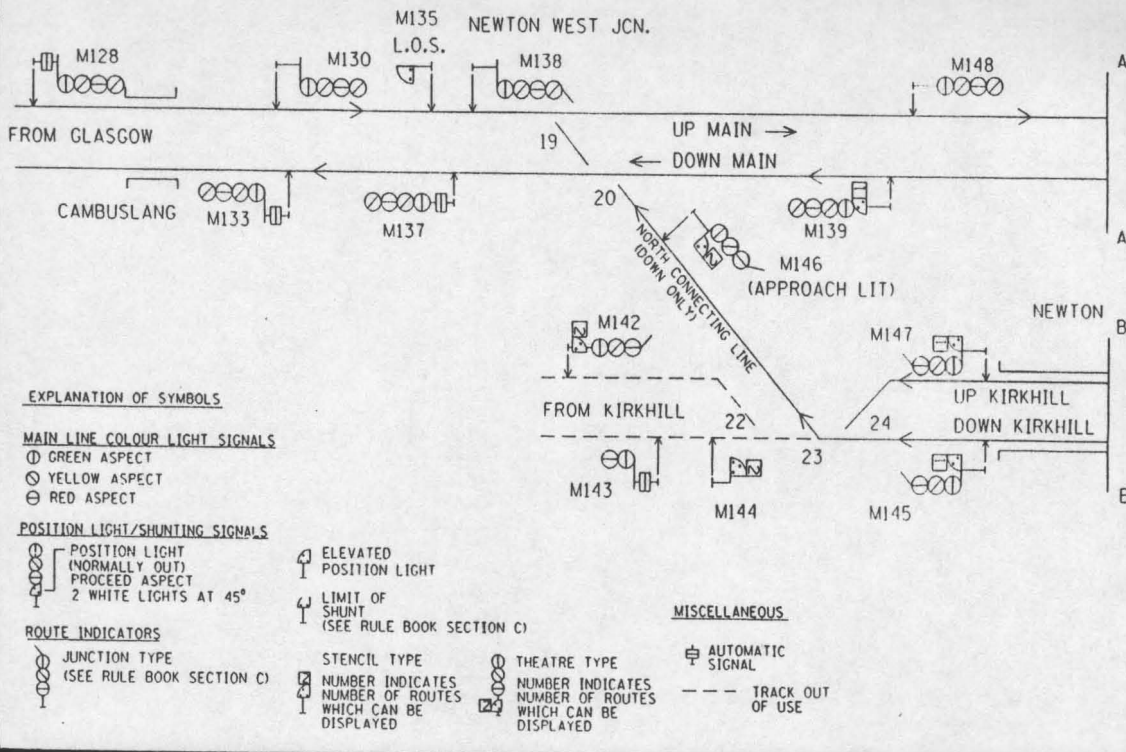
(50)

DETAILS OF WORK ALREADY CARRIED OUT

NIL

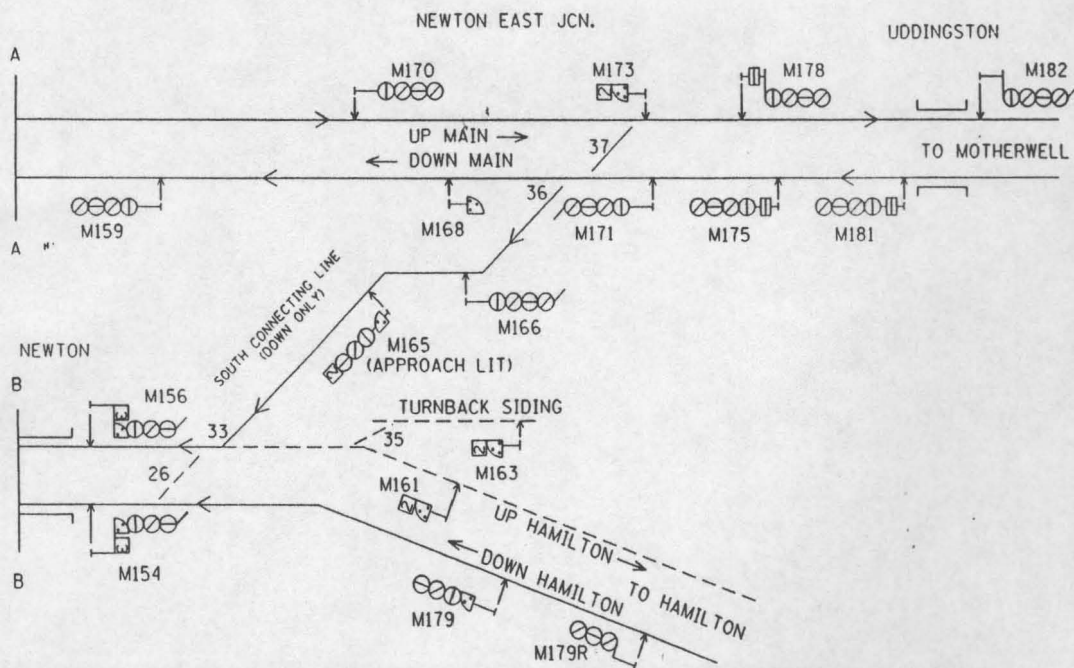
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# NEWTON - PARTIAL REINSTATEMENT - 16.02.92



MON47-C6

# NEWTON - PARTIAL REINSTATEMENT - 16.02.92



MON47-C7

NO.48

WEEKLY OPERATING NOTICE

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

SATURDAY 22 FEBRUARY 1992

to

FRIDAY 28 FEBRUARY 1992

INCLUSIVE



## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

ARROCHAR & TARBET STATION - The Up and Down platforms, previously temporarily shortened at the Glasgow end, have been reinstated, and the temporary four-car stop markers removed.

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

Note The item under this heading in PON 45D, page 91 is SUPERSEDED. (51)

CARDENDEN STATION - The Up platform has been permanently lengthened by 21 yards at the Lochgelly end.

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

(51)

BLAIR ATHOLL STATION - The Down platform, previously temporarily shortened at the Dalwhinnie end, has been reinstated.

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.

Note The item under this heading in PON 45D, page 92 is SUPERSEDED. (51)

DALWHINNIE STATION - The Up platform has been permanently lengthened by 6 yards at the Blair Atholl end.

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

(51)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 FEBRUARY - YOKER - The work described and illustrated in the Special Notice entitled "YOKER RESIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL" dated November 1991, will be introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

NOTE the following amendment to the diagram associated with the Special Notice :-

Bowling - Dunglass sidings : the security gate is located between the ingoing and outgoing ground frame controlled signals and not as shown on the diagram.

(51)

## DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CALDEW JN AND MOSSBAND JN - The existing 20 mph permanent speed restriction applying over the Down and Up goods lines from 2 miles 220 yards to 2 miles 370 yards has become a 10 mph permanent speed restriction applying from 2 miles 330 yards to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Down goods line from 2 miles 370 yards to 2 miles 1410 yards has become a 25 mph permanent speed restriction applying from 2 miles 510 yards to Kingmoor and no longer applies to passenger trains.

The existing 25 mph permanent speed restriction applying over the Down goods line from 2 miles 1410 yards to Kingmoor (which also applies to passenger trains) has been removed.

The existing 25 mph permanent speed restriction applying over the Up goods/arrival/avoiding line from Mossband Jn to 2 miles 1410 yards has been extended to apply from Mossband Jn to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Up goods line from 2 miles 1410 yards to 2 miles 370 yards (which also applies to passenger trains) has been removed.

(50)

## NEWTON AREA

NOTE THE ITEM HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO 45D (PAGES 81 TO 84 INCLUSIVE) IS SUPERSEDED.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED FEBRUARY, 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

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

The undernoted permanent way and signalling arrangements and the associated diagrams on pages C7 and C8 apply :-

The Down main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively are Available for Use

(Note that the full range of signalled moves through these crossovers does not apply as the North and South Connecting lines remain available for Down direction movements only at this stage).

The following lines/connections Remain out of Use :-

Up Hamilton line between Newton East Junction and Hamilton West including the connection to the Turnback Siding.

Down Kirkhill line between Newton West Junction and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Junction.

Kirkhill lines trailing crossover at Newton East Junction.

The following arrangements continue to apply :-

Newton

The South and North Connecting lines Continue to be worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station Continue to be worked in the DOWN direction only.

Between Hamilton West and Newton

Trains Continue to be worked over the DOWN Hamilton line in the DOWN direction only.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNEWTON AREA - continuedSignalling Arrangements

The following signals, previously adjusted to be capable of displaying a red or single yellow aspect only have been altered to be capable of displaying a red, single yellow, double yellow (where applicable) or green aspect :-

<u>Up Main</u>	<u>Down Main</u>	<u>South Connecting Line</u>
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	
M170	M133	M145
M178		M147
		<u>Down Hamilton</u>
		M179

(Additionally Down main line signals M159 and M139 have been brought back into use with all signal aspects available).

Down Hamilton signal M179R, previously adjusted to be capable of displaying a single yellow or double yellow aspect only, has been altered to be capable of displaying a single yellow, double yellow, or green aspect.

In addition, the flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, which were previously provided on the Up approach to Uddingston Jn, have been reinstated. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No</u>	<u>Aspect Sequence</u>
M178	Single flashing yellow
M170 (Up main)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

Down South Connecting line signal M165, has been altered to display a "U" route indication when a proceed aspect is obtained.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNEWTON AREA - continuedSignalling Arrangements - continued

The application of all running signals, with the exception of those detailed below (and of Up main signal M182) is the next signal capable of displaying a red aspect.

Running Signals

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>Down Main</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS
M171	Main	Position 1 Junction Indicator	M165
	Main	-	M159

Position Light Signals

The following position light signals have been Brought Back Into Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'L'	Up Main	Down South connecting line
	'M'		Down Main

Temporary Speed Restrictions

The temporary speed restriction of 25 mph previously imposed throughout the Newton area has been withdrawn and all associated speed and termination indicators removed.

(All concerned to note 'Section A' of this and following Notices as temporary speed restrictions may be imposed within the Newton area in connection with ongoing engineering work).

(50)

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

HAYMARKET - The A.W.S track equipment associated with Down North line signal EH513 has been repositioned 40 yards nearer the signal.

(50)

BETWEEN COWLAIRES WEST JN AND SPRINGBURN - The Up Branch Passenger line has been slued to a new alignment, 4 yards farther from the Down Branch Passenger line, between 0m 400 yards and 0m 880 yards.

(50)

LEUCHARS STATION - The Up platform has been temporarily shortened by 71 yards at the Dundee end.

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

(50)

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NO.49

WEEKLY OPERATING NOTICE

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

SATURDAY 29 FEBRUARY 1992

to

FRIDAY 6 MARCH 1992

INCLUSIVE

## SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

KIRKHILL - The plate denoting automatic working has been removed from Up Kirkhill line signal M140.

(52)

LEUCHARS STATION - The Up platform has been temporarily shortened by 71 yards at the Dundee end.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

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

(Amended Item) (52)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 1 MARCH - BETWEEN DALMARNOCK ROAD TUNNEL AND CANNING ST TUNNEL - A new permanent speed restriction of 20 mph on the Down line between 1m 840 yards and 1m 1100 yards will be introduced.

(See Section D of this Notice)

(52)

SUNDAY 1 MARCH - BETWEEN GREENOCK CENTRAL AND GREENOCK WEST - A new permanent speed restriction of 5 mph in the Up and Down directions over the trailing crossover will be introduced.

(See Section D of this Notice)

(52)

SUNDAY 1 MARCH - BETWEEN GRANTSHOUSE AND INNERWICK - Section 1 (Innerwick) and Sections 12 and 13 (Grantshouse) of the Train Operated Warning System (TOWS) will be brought into use.

This work will complete the installation of TOWS between Grantshouse and Innerwick.

(52)

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

SUNDAY 1 MARCH - BETWEEN KINCARDINE POWER STN AND LONGANNET - A new permanent speed restriction of 5 mph in the Up and Down directions between 3m 990 yards and 4 m.p. will be introduced.

(See Section D of this Notice)

(52)

SUNDAY 1 MARCH - BETWEEN PERTH AND STANLEY JN - The permanent speed restriction of 75 mph on the Up and Down lines between 151m 1140 yards and 153m 350 yards will be Altered to be :-

Up line	<u>75 mph</u>	between <u>153m 350 yards</u> and <u>151m 1140 yards</u>
Down line	<u>30 mph</u> <u>75 mph</u>	between <u>151m 1140 yards</u> and <u>152m 440 yards</u> between <u>152m 440 yards</u> and <u>153m 350 yards</u>

(See Section D of this Notice)

(52)

MONDAY 2 MARCH - BERWICK-UPON-TWEED STATION - From 10 00 hours Notice Boards worded "B MK IV STOP" will be provided 2 metres from the North end of the Down Platform and 2 metres from the South end of the Up Platform.

To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate Notice Board.

(52)

MONDAY 2 MARCH - ALNMOUTH STATION - From 10 00 hours Notice Boards will be provided at Alnmouth Station as follows :-

DOWN PLATFORMNorth End

9 MK IV STOP - 7 metres beyond ramp top  
8 MK IV STOP - At ramp top

South End

MK IV STOP - 4 metres beyond ramp top

UP PLATFORMNorth End

9 MK IV STOP - 10 metres beyond ramp top  
8 MK IV STOP - At ramp top



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 2 MARCH - ALNMOUTH STATION - continued

UP PLATFORM - continued

South End

MK IV STOP - 4 metres beyond ramp top

To ensure that all doors are platformed Driver should bring the loco or DVT to a stand at the appropriate Notice Board.

(52)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CALDEW JN AND MOSSBAND JN - The existing 20 mph permanent speed restriction applying over the Down and Up goods lines from 2 miles 220 yards to 2 miles 370 yards has become a 10 mph permanent speed restriction applying from 2 miles 330 yards to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Down goods line from 2 miles 370 yards to 2 miles 1410 yards has become a 25 mph permanent speed restriction applying from 2 miles 510 yards to Kingmoor and no longer applies to passenger trains.

The existing 25 mph permanent speed restriction applying over the Down goods line from 2 miles 1410 yards to Kingmoor (which also applies to passenger trains) has been removed.

The existing 25 mph permanent speed restriction applying over the Up goods/arrival/avoiding line from Mossband Jn to 2 miles 1410 yards has been extended to apply from Mossband Jn to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Up goods line from 2 miles 1410 yards to 2 miles 370 yards (which also applies to passenger trains) has been removed.

(50)

NEWTON AREA

NOTE THE ITEM HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO 450 (PAGES 81 TO 84 INCLUSIVE) IS SUPERSEDED.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED FEBRUARY, 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NEWTON AREA - continued

The undernoted permanent way and signalling arrangements and the associated diagrams on pages C9 and C10 apply :-

The Down main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively are Available for Use

(Note that the full range of signalled moves through these crossovers does not apply as the North and South Connecting lines remain available for Down direction movements only at this stage).

The following lines/connections Remain out of Use :-

Up Hamilton line between Newton East Junction and Hamilton West including the connection to the Turnback Siding.

Down Kirkhill line between Newton West Junction and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Junction.

Kirkhill lines trailing crossover at Newton East Junction.

The following arrangements continue to apply :-

Newton

The South and North Connecting lines Continue to be worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station Continue to be worked in the DOWN direction only.

Between Hamilton West and Newton

Trains Continue to be worked over the DOWN Hamilton line in the DOWN direction only.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNEWTON AREA - continuedSignalling Arrangements

The following signals, previously adjusted to be capable of displaying a red or single yellow aspect only have been altered to be capable of displaying a red, single yellow, double yellow (where applicable) or green aspect :-

Up Main	Down Main	South Connecting Line
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	
M170	M133	M145
M178		M147
		<u>Down Hamilton</u>
		M179

(Additionally Down main line signals M159 and M139 have been brought back into use with all signal aspects available).

Down Hamilton signal M179R, previously adjusted to be capable of displaying a single yellow or double yellow aspect only, has been altered to be capable of displaying a single yellow, double yellow, or green aspect.

In addition, the flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, which were previously provided on the Up approach to Uddingston Jn, have been reinstated. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

Signal No	Aspect Sequence
M178	Single flashing yellow
M170 (Up main)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

Down South Connecting line signal M165, has been altered to display a "U" route indication when a proceed aspect is obtained.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNEWTON AREA - continuedSignalling Arrangements - continued

The application of all running signals, with the exception of those detailed below (and of Up main signal M182) is the next signal capable of displaying a red aspect.

Running Signals

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>Down Main</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS
M171	Main	Position 1 Junction Indicator	M165
	Main	-	M159

Position Light Signals

The following position light signals have been Brought Back Into Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'L'	Up Main	Down South connecting line Down Main
	'M'		

Temporary Speed Restrictions

The temporary speed restriction of 25 mph previously imposed throughout the Newton area has been withdrawn and all associated speed and termination indicators removed.

(All concerned to note 'Section A' of this and following Notices as temporary speed restrictions may be imposed within the Newton area in connection with ongoing engineering work).



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

HAYMARKET - The A.W.S track equipment associated with Down North line signal EH513 has been repositioned 40 yards nearer the signal.

(50)

BETWEEN COWLAIRS WEST JN AND SPRINGBURN - The Up Branch Passenger line has been slued to a new alignment, 4 yards farther from the Down Branch Passenger line, between 0m 400 yards and 0m 880 yards.

(50)

YOKER - The work described and illustrated in the Special Notice entitled "YOKER RESIGNALING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL" dated November 1991, has been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

NOTE the following amendment to the diagram associated with the Special Notice :-

Bowling - Dunglass sidings : the security gate is located between the ingoing and outgoing ground frame controlled signals and not as shown on the diagram.

(51)

ARROCHAR & TARBET STATION - The Up and Down platforms, previously temporarily shortened at the Glasgow end, have been reinstated, and the temporary four-car stop markers removed.

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

Note The item under this heading in PON 450, page 91 is SUPERSEDED.

(51)

CARDENDEN STATION - The Up platform has been permanently lengthened by 21 yards at the Lochgelly end.

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

(51)

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

BLAIR ATHOLL STATION - The Down platform, previously temporarily shortened at the Dalwhinnie end, has been reinstated.

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.

Note The item under this heading in PON 450, page 92 is SUPERSEDED.

(51)

DALWHINNIE STATION - The Up platform has been permanently lengthened by 6 yards at the Blair Atholl end.

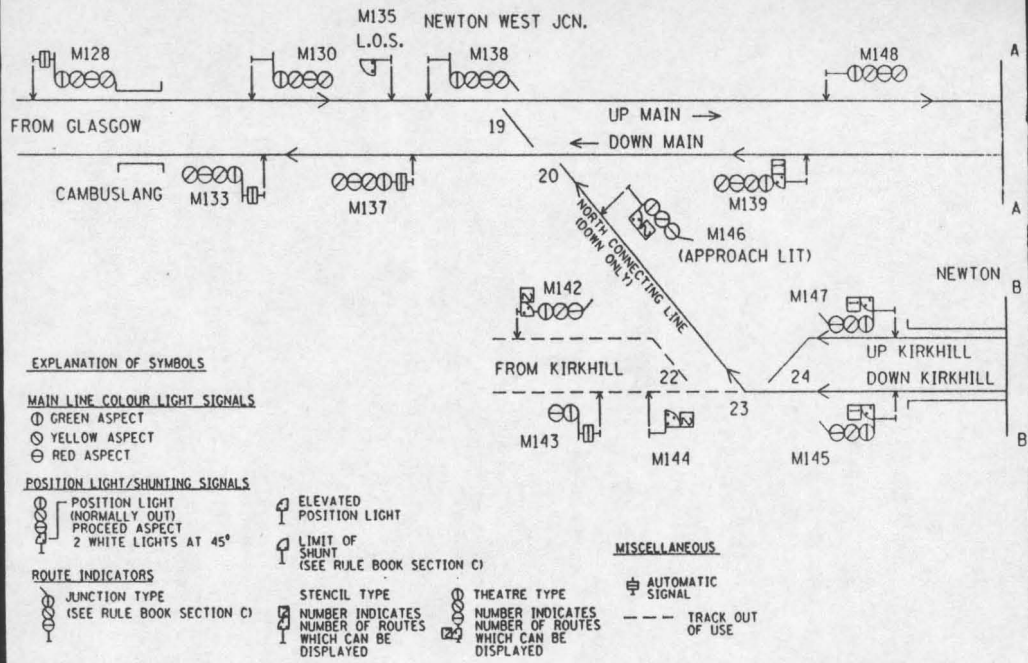
Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform.

(51)

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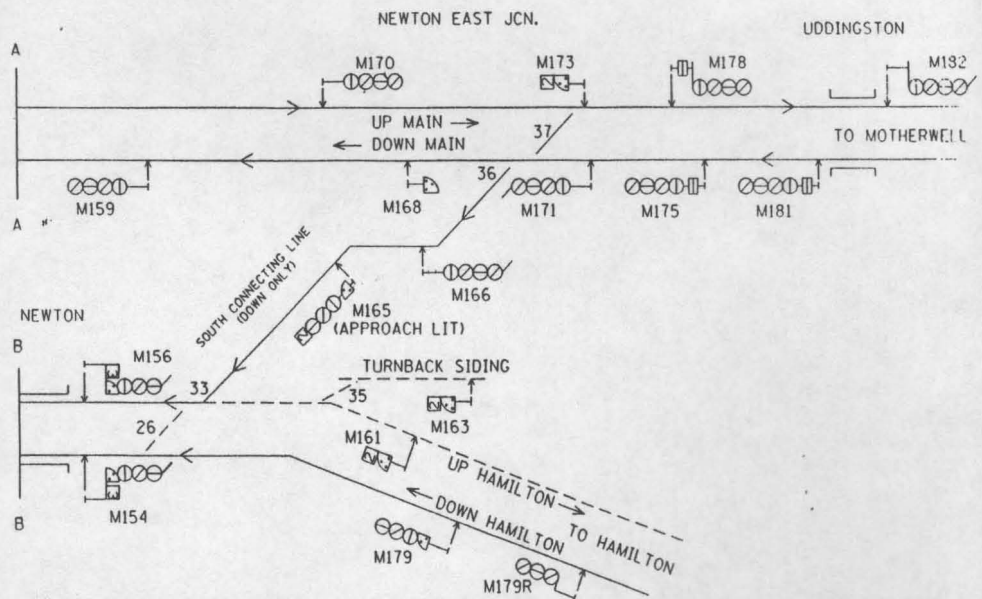


# NEWTON - PARTIAL REINSTATEMENT - 16.02.92



MON49-C9

# NEWTON - PARTIAL REINSTATEMENT - 16.02.92



MON49-C10

NO.50

WEEKLY OPERATING NOTICE

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

SATURDAY 7 MARCH 1992

to

FRIDAY 13 MARCH 1992

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DALZELL YARD AND HAMILTON SIDINGS - Until further notice all connections to Dalzell Yard and the associated Hamilton Sidings from the Up Goods Loop have been secured out of use, set for movements along the Up Goods Loop.

(52)

BETWEEN DUMBARTON CENTRAL AND DALREOCH TUNNELS - The existing permanent speed restriction of 30mph, between 16m 1p and 16m 1210y, on the Up and Down Helensburgh lines, has been altered to be 30mph, between 16m 230y and 16m 1210y on the Down Helensburgh line and 30 mph, between 16m 1210y and 16m 1p on the Up Helensburgh line.

(See Section D of this Notice).

(52)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN CALDEW JN AND MOSSBAND JN - The existing 20 mph permanent speed restriction applying over the Down and Up goods lines from 2 miles 220 yards to 2 miles 370 yards has become a 10 mph permanent speed restriction applying from 2 miles 330 yards to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Down goods line from 2 miles 370 yards to 2 miles 1410 yards has become a 25 mph permanent speed restriction applying from 2 miles 510 yards to Kingmoor and no longer applies to passenger trains.

The existing 25 mph permanent speed restriction applying over the Down goods line from 2 miles 1410 yards to Kingmoor (which also applies to passenger trains) has been removed.

The existing 25 mph permanent speed restriction applying over the Up goods/arrival/avoiding line from Mossband Jn to 2 miles 1410 yards has been extended to apply from Mossband Jn to 2 miles 510 yards.

The existing 30 mph permanent speed restriction applying over the Up goods line from 2 miles 1410 yards to 2 miles 370 yards (which also applies to passenger trains) has been removed.

(50)



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* NEWTON AREA

\* NOTE THE ITEM HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO 450 (PAGES 81 TO 84 INCLUSIVE) IS SUPERSEDED.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED FEBRUARY, 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

The undernoted permanent way and signalling arrangements and the associated diagrams on pages C9 and C10 apply :-

The Down main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively are Available for Use

(Note that the full range of signalled moves through these crossovers does not apply as the North and South Connecting lines remain available for Down direction movements only at this stage).

The following lines/connections Remain out of Use :-

Up Hamilton line between Newton East Junction and Hamilton West including the connection to the Turnback Siding.

Down Kirkhill line between Newton West Junction and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Junction.

Kirkhill lines trailing crossover at Newton East Junction.

The following arrangements continue to apply :-

Newton

The South and North Connecting lines Continue to be worked in the DOWN direction only.

The Up and Down Kirkhill lines through Newton station Continue to be worked in the DOWN direction only.

Between Hamilton West and Newton

Trains Continue to be worked over the DOWN Hamilton line in the DOWN direction only.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* NEWTON AREA - continued\* Signalling Arrangements

The following signals, previously adjusted to be capable of displaying a red or single yellow aspect only have been altered to be capable of displaying a red, single yellow, double yellow (where applicable) or green aspect :-

<u>Up Main</u>	<u>Down Main</u>	<u>South Connecting Line</u>
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	
M170	M133	M145
M178		M147
		<u>Down Hamilton</u>
		M179

(Additionally Down main line signals M159 and M139 have been brought back into use with all signal aspects available).

Down Hamilton signal M179R, previously adjusted to be capable of displaying a single yellow or double yellow aspect only, has been altered to be capable of displaying a single yellow, double yellow, or green aspect.

In addition, the flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, which were previously provided on the Up approach to Uddingston Jn, have been reinstated. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No</u>	<u>Aspect Sequence</u>
M178	Single flashing yellow
M170 (Up main)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

Down South Connecting line signal M165, has been altered to display a "U" route indication when a proceed aspect is obtained.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* NEWTON AREA - continued

\*

Signalling Arrangements - continued

The application of all running signals, with the exception of those detailed below (and of Up main signal M182) is the next signal capable of displaying a red aspect.

Running Signals

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>Down Main</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS
M171	Main	Position 1 Junction Indicator	M165
	Main	-	M159

Position Light Signals

The following position light signals have been Brought Back Into Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'L'	Up Main	Down South connecting line
	'M'		Down Main

Temporary Speed Restrictions

The temporary speed restriction of 25 mph previously imposed throughout the Newton area has been withdrawn and all associated speed and termination indicators removed.

(All concerned to note 'Section A' of this and following Notices as temporary speed restrictions may be imposed within the Newton area in connection with ongoing engineering work).

(50)

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

KIRKHILL - The plate denoting automatic working has been removed from Up Kirkhill line signal M140.

(52)

BETWEEN DALMARNOCK ROAD TUNNEL AND CANNING ST TUNNEL - A new permanent speed restriction of 20 mph on the Down line between 1m 840 yards and 1m 1100 yards has been introduced.

(See Section D of this Notice)

(52)

BETWEEN GREENOCK CENTRAL AND GREENOCK WEST - A new permanent speed restriction of 5 mph in the Up and Down directions over the trailing crossover has been introduced.

(See Section D of this Notice)

(52)

\* \* HAYMARKET - The A.W.S track equipment associated with Down North line signal EH513 \* has been repositioned 40 yards nearer the signal.

(50)

\* \* BETWEEN COWLAIRS WEST JN AND SPRINGBURN - The Up Branch Passenger line has been \* sited to a new alignment, 4 yards farther from the Down Branch Passenger line, between 0m 400 yards and 0m 880 yards.

(50)

YOKER - The work described and illustrated in the Special Notice entitled "YOKER RESIGNALING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL" dated November 1991, has been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

NOTE the following amendment to the diagram associated with the Special Notice :-

Bowling - Dunglass sidings : the security gate is located between the ingoing and outgoing ground frame controlled signals and not as shown on the diagram.

(51)

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

ARROCHAR & TARBET STATION - The Up and Down platforms, previously temporarily shortened at the Glasgow end, have been reinstated, and the temporary four-car stop markers removed.

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

Note The item under this heading in PON 45D, page 91 is SUPERSEDED. (51)

BERWICK-UPON-TWEED STATION - Notice Boards worded "8 MKIV STOP" have been provided 2 metres from the North end of the Down Platform and 2 metres from the South end of the Up Platform.

To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate Notice Board. (52)

BETWEEN GRANTSHOUSE AND INNERWICK - Section 1 (Innerwick) and Sections 12 and 13 (Grantshouse) of the Train Operated Warning System (TOWS) have been brought into use.

This work complete's the installation of TOWS between Grantshouse and Innerwick.

(52)

LEUCHARS STATION - The Up platform has been temporarily shortened by 71 yards at the Dundee end.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

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

(Amended Item) (52)

CARDENDEN STATION - The Up platform has been permanently lengthened by 21 yards at the Lochgelly end.

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

(51)

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

BETWEEN KINCARDINE POWER STN AND LONGANNET - A new permanent speed restriction of 5 mph in the Up and Down directions between 3m 990 yards and 4 m.p. has been introduced.

(See Section D of this Notice)

(52)

BETWEEN PERTH AND STANLEY JN - The permanent speed restriction of 75 mph on the Up and Down lines between 151m 1140 yards and 153m 350 yards has been Altered to be :-

Up line	75 mph	between 153m 350 yards and 151m 1140 yards
Down line	30 mph	between 151m 1140 yards and 152m 440 yards
	75 mph	between 152m 440 yards and 153m 350 yards

(See Section D of this Notice)

(52)

BLAIR ATHOLL STATION - The Down platform, previously temporarily shortened at the Dalwhinnie end, has been reinstated.

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.

Note The item under this heading in PON 45D, page 92 is SUPERSEDED.

(51)

DALWHINNIE STATION - The Up platform has been permanently lengthened by 6 yards at the Blair Atholl end.

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

(51)

ALNMOUTH STATION - Notice Boards have been provided at Alnmouth Station as follows :-

DOWN PLATFORMNorth End

9 MK IV STOP	- 7 metres beyond ramp top
8 MK IV STOP	- At ramp top

South End

MK IV STOP	- 4 metres beyond ramp top
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SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ALNMOUTH STATION - continued  
UP PLATFORM

North End

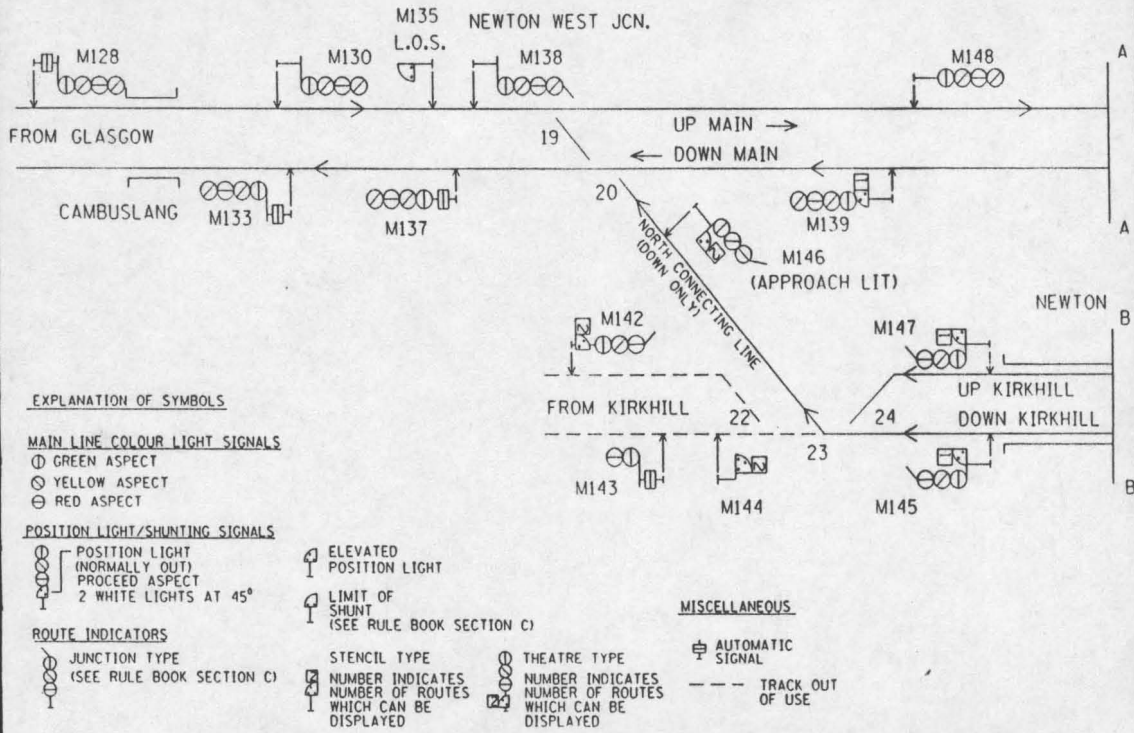
- 9 MK IV STOP - 10 metres beyond ramp top
- 8 MK IV STOP - At ramp top

South End

- 1 MK IV STOP - 4 metres beyond ramp top

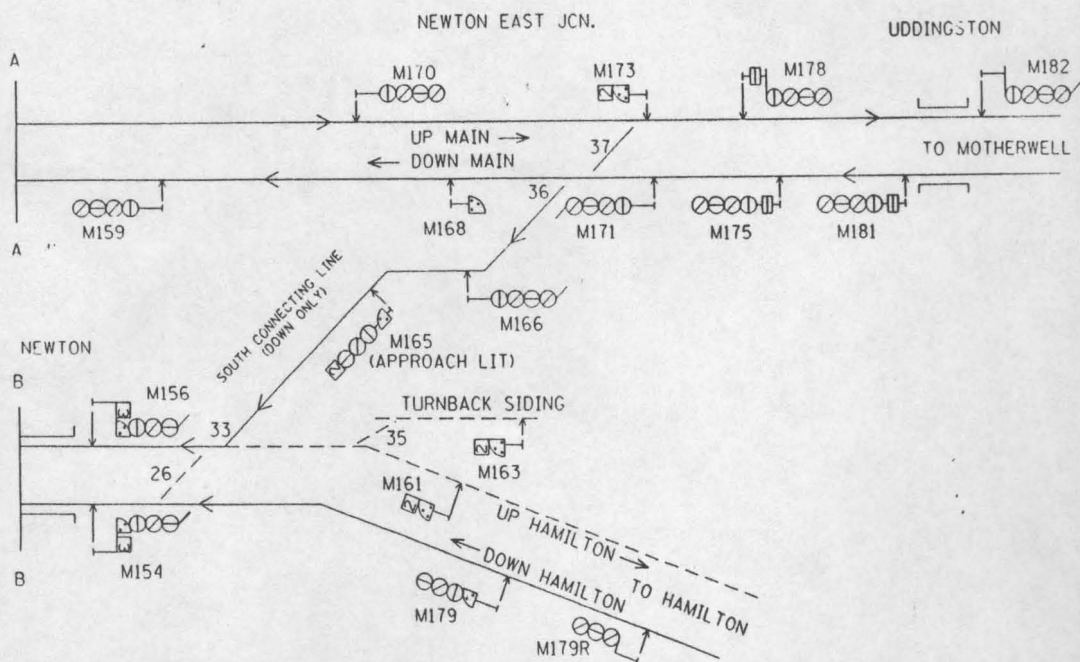
To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate Notice Board.

# NEWTON - PARTIAL REINSTATEMENT - 16.02.92



MON50-C9

# NEWTON - PARTIAL REINSTATEMENT - 16.02.92



MON50-C10

NO.51

WEEKLY OPERATING NOTICE

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

SATURDAY 14 MARCH 1992

to

FRIDAY 20 MARCH 1992

INCLUSIVE



## SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

PRESTON STATION - The down fast platform (No. 3) previously shortened for work to be carried out, has been re-instated to its original length and the temporary stop boards removed.

(1)

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 15 MARCH - NEWTON AREA

NOTE : THE SPECIAL NOTICE ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', DATED FEBRUARY 1992, AND THE ITEMS HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO. 450 (PAGES 81 TO 84 INCLUSIVE), AND IN THIS WEEKLY OPERATING NOTICE, MISCELLANEOUS INSTRUCTIONS ARE ALL SUPERSEDED BY THIS NOTICE.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED MARCH 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF UP HAMILTON LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

The undernoted permanent way and signalling arrangements and the associated diagram on pages C7 and C8 will apply :-

The Up Hamilton line between Newton East Junction and Hamilton West will be Available for Use.

The Down and Up South Connecting line will be Put Out of Use.

The Up and Down Kirkhill lines in the Newton station area will be Available for Uni-directional Use only. Up trains will run over the Up Kirkhill line and Down trains will run over the Down Kirkhill line.

The North Connecting line will be Available for Two-Way Working.

The following arrangements will continue to apply :-

The Down Main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively will Remain Available for Use.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 15 MARCH - NEWTON AREA - continued

The following lines/connection will Remain Out of Use :-

The connection from the Up Hamilton line to the Turnback Siding.  
Down Kirkhill line between Newton West Junction and Kings Park.  
Up Kirkhill line between Kirkhill and Newton West Junction.  
Kirkhill lines trailing crossover at Newton East Junction.

Signalling Arrangements

The applications of Up main signal M182 will remain unaltered. The application of all other running signals, with the exception of those detailed below will be to the next signal capable of displaying a red aspect on a line available for use.

Running Signals

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>Up Main</u>			
M138	Main Main	- Position 4 Junction Indicator	M148 M146
<u>Down Main</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS

(The following signals will be brought back into use :-

North Connecting line signal M146 - only main application with position 1 Junction Indicator to Up Kirkhill signal M156 available.

Up Kirkhill line signal M156 - only main application to Up Hamilton signal M174 available.

In addition, the appropriate Up Hamilton line signals (not shown on the accompanying diagram), will be brought back into use, apart from Up Hamilton (Down direction) position light signal M161).

Note : The full range of main aspects, as appropriate to each signal concerned, remain available for all signals in use in the Newton area.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 15 MARCH - NEWTON AREA - continuedPosition Light Signals

The following position light signals will be In Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'M'	Up Main	Down Main

(2)

MONDAY 16 MARCH - BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN - At 10 00 hours the reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m 26ch and 79m 34ch will be removed and this restriction will be deleted from the Sectional Appendix.

The 20mph reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m 64ch will be changed to read 30mph and will give warning of the 30mph Permanent Speed Restriction that applies between 79m 34ch and 79m 70ch.

(See Section D of this notice).

(2)

DETAILS OF WORK ALREADY CARRIED OUT

DALZELL YARD AND HAMILTON SIDINGS - Until further notice all connections to Dalzell Yard and the associated Hamilton Sidings from the Up Goods Loop have been secured out of use, set for movements along the Up Goods Loop.

(52)

KIRKHILL - The plate denoting automatic working has been removed from Up Kirkhill line signal M140.

(52)

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

BETWEEN DALMARNOCK ROAD TUNNEL AND CANNING ST TUNNEL - A new permanent speed restriction of 20 mph on the Down line between 1m 840 yards and 1m 1100 yards has been introduced.

(See Section D of this Notice)

(52)

BETWEEN GREENOCK CENTRAL AND GREENOCK WEST - A new permanent speed restriction of 5 mph in the Up and Down directions over the trailing crossover has been introduced.

(See Section D of this Notice)

(52)

BETWEEN DUMBARTON CENTRAL AND DALREOCH TUNNELS - The existing permanent speed restriction of 30mph, between 16½ mp and 16m 1210y, on the Up and Down Helensburgh lines, has been altered to be 30mph, between 16m 230y and 16m 1210y on the Down Helensburgh line and 30 mph, between 16m 1210y and 16½ mp on the Up Helensburgh line.

(See Section D of this Notice).

(52)

- \* \* YOKER - The work described and illustrated in the Special Notice entitled "YOKER
- \* RESIGNALLING - YOKER SIGNALLING CENTRE - EXTENSION OF AREA OF CONTROL dated November 1991, has been introduced. Stations and depots with trainmen working through the area not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52716).

NOTE the following amendment to the diagram associated with the Special Notice :-

Bowling - Dunglass sidings : the security gate is located between the ongoing and outgoing ground frame controlled signals and not as shown on the diagram.

(51)

- \* \* ARROCHAR & TARBET STATION - The Up and Down platforms, previously temporarily shortened at the Glasgow end, have been reinstated, and the temporary four-car stop markers removed.

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

Note The item under this heading in PON 45D, page 91 is SUPERSEDED.

(51)



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

BERWICK-UPON-TWEED STATION - Notice Boards worded "8 MKIV STOP" have been provided 2 metres from the North end of the Down Platform and 2 metres from the South end of the Up Platform.

To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate Notice Board.

(52)

BETWEEN GRANTSHOUSE AND INNERWICK - Section 1 (Innerwick) and Sections 12 and 13 (Grantshouse) of the Train Operated Warning System (TOWS) have been brought into use.

This work completes the installation of TOWS between Grantshouse and Innerwick.

(52)

LEUCHARS STATION - The Up platform has been temporarily shortened by 71 yards at the Dundee end.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

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

(Amended Item) (52)

\* \* CARDENDEN STATION - The Up platform has been permanently lengthened by 21 yards at the Lochgelly end.

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

(51)

BETWEEN KINCARDINE POWER STN AND LONGANNET - A new permanent speed restriction of 5 mph in the Up and Down directions between 3m 990 yards and 4 m.p. has been introduced.

(See Section D of this Notice)

(52)

BETWEEN PERTH AND STANLEY JN - The permanent speed restriction of 75 mph on the Up and Down lines between 151m 1140 yards and 153m 350 yards has been Altered to be :-

Up line	75 mph	between 153m 350 yards and 151m 1140 yards
Down line	30 mph	between 151m 1140 yards and 152m 440 yards
	75 mph	between 152m 440 yards and 153m 350 yards

(See Section D of this Notice)

(52)

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

\* \* BLAIR ATHOLL STATION - The Down platform, previously temporarily shortened at the Dalwhinnie end, has been reinstated.

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.

Note The item under this heading in PON 450, page 92 is SUPERSEDED. . . . . (51)

\* \* DALWHINNIE STATION - The Up platform has been permanently lengthened by 6 yards at the Blair Atholl end.

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

(51)

ALNMOUTH STATION - Notice Boards have been provided at Alnmouth Station as follows :-

DOWN PLATFORMNorth End

9 MK IV STOP	- 7 metres beyond ramp top
8 MK IV STOP	- At ramp top

South End

MK IV STOP	- 4 metres beyond ramp top
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UP PLATFORMNorth End

9 MK IV STOP	- 10 metres beyond ramp top
8 MK IV STOP	- At ramp top

South End

MK IV STOP	- 4 metres beyond ramp top
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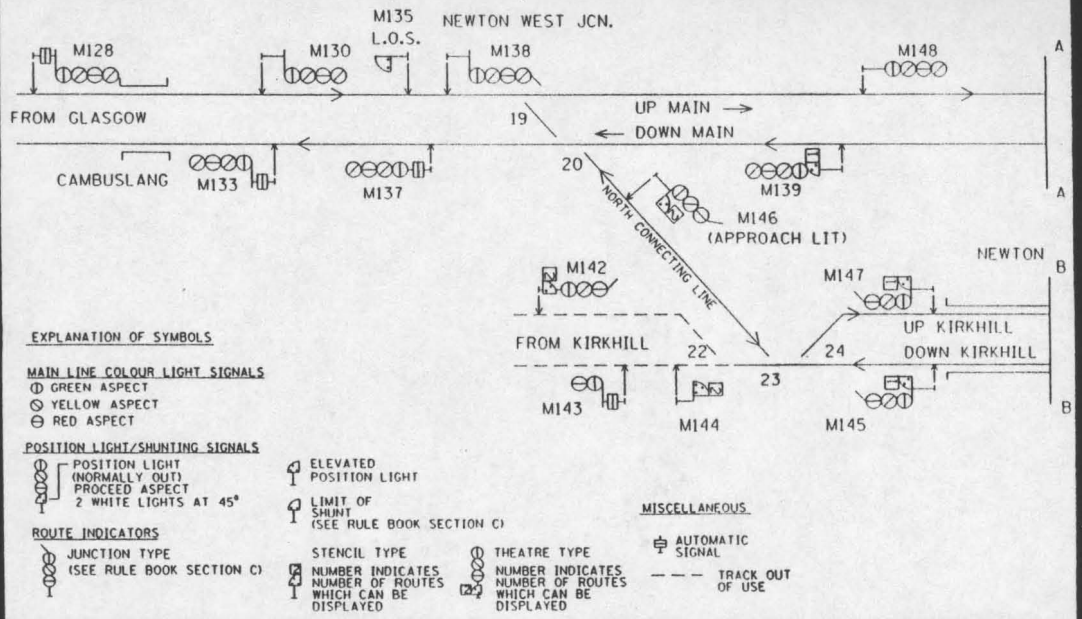
To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate Notice Board.

(52)

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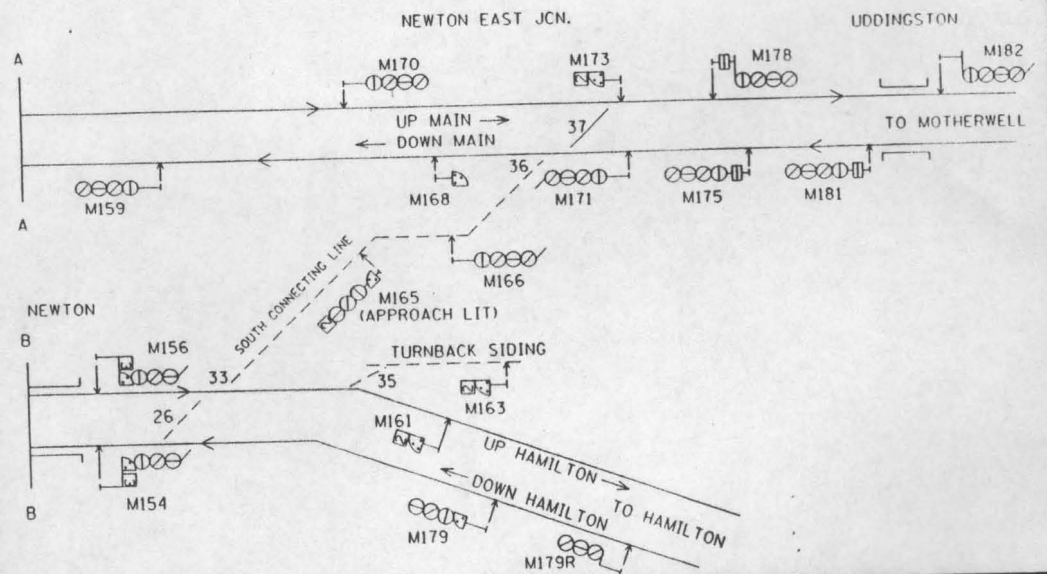


# NEWTON - PARTIAL REINSTATEMENT - 15.03.92



MON51-C7

# NEWTON - PARTIAL REINSTATEMENT - 15.03.92



MOVEMENTS M&K  
Revised 323 BR31015 (1)

SCOTRAIL

NO.52

# WEEKLY OPERATING NOTICE

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

SATURDAY 21 MARCH 1992

to

FRIDAY 27 MARCH 1992

INCLUSIVE

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

LEUCHARS STATION - The Dundee end of the Up platform has been reinstated, permanently shortened by 44 yards at that end.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

Trainmen in charge of stopping passenger trains must exercise care when bringing their trains to a stand at this platform. (Amended Item) (2)

### DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 21 MARCH - LEUCHARS STATION - The Cupar end of the Up platform will be permanently shortened by 41 yards.

Staff are reminded that the requirements of the Rule Book, Section H, clause 9.2.2 apply, when necessary, for slam door stock.

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

SUNDAY 22 MARCH - BETWEEN COWLAIRS WEST JN AND SPRINGBURN - The Down line will be shunted to a new alignment 4 yards nearer the Up line, between 0m 400 yards and 0m 880 yards.

Sighthill Junction Down line signal S69 will be renewed 123 yards farther from the box, on left of drivers, one-way stencil route indicator removed, red aspect 11 feet above rail level, application unaltered. The associated A.W.S. track equipment will be repositioned accordingly. (3)

SUNDAY 22 MARCH - PRESTONPANS - The existing illuminated limit of shunt indicator situated at the Edinburgh end of the Up passenger loop will be renewed as two red lights, horizontally displayed, at the same location. (3)

### DETAILS OF WORK ALREADY CARRIED OUT

- \* \* DALZELL YARD AND HAMILTON SIDINGS - Until further notice all connections to Dalzell Yard and the associated Hamilton Sidings from the Up Goods Loop have been secured out of use, set for movements along the Up Goods Loop. (52)

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

NOTE : THE SPECIAL NOTICE ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', DATED FEBRUARY 1992, AND THE ITEMS HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO. 45D (PAGES 81 TO 84 INCLUSIVE) ARE ALL SUPERSEDED.

THE ITEM PUBLISHED IN THIS NOTICE IS A DUPLICATION OF THE INFORMATION CONTAINED IN THE SPECIAL NOTICE DATED MARCH 1992 AND ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF UP HAMILTON LINE', WHICH HAS ALREADY BEEN DISTRIBUTED.

The undernoted permanent way and signalling arrangements and the associated diagram on pages C7 and C8 apply :-

The Up Hamilton line between Newton East Junction and Hamilton West is Available for Use.

The Down and Up South Connecting line has been Put Out of Use.

The Up and Down Kirkhill lines in the Newton station area are Available for Uni-directional Use only. Up trains will run over the Up Kirkhill line and Down trains will run over the Down Kirkhill line.

The North Connecting line is Available for Two-Way Working.

The following arrangements continue to apply :-

The Down Main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively Remain Available for Use.

The following lines/connection Remain Out of Use :-

The connection from the Up Hamilton line to the Turnback Siding.  
Down Kirkhill line between Newton West Junction and Kings Park.  
Up Kirkhill line between Kirkhill and Newton West Junction.  
Kirkhill lines trailing crossover at Newton East Junction.

Signalling Arrangements

The application of Up main signal M182 remains unaltered. The application of all other running signals, with the exception of those detailed below is to the next signal capable of displaying a red aspect on a line available for use.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedNEWTON AREA - continuedSignalling Arrangements - continuedRunning Signals

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>Up Main</u>			
M138	Main Main	- Position 4 Junction Indicator	M148 M146
<u>Down Main</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS

(The following signals have been brought back into use :-

North Connecting line signal M146 - only main application with position 1 junction indicator to Up Kirkhill signal M156 available.

Up Kirkhill line signal M156 - only main application to Up Hamilton signal M174 available.

In addition, the appropriate Up Hamilton line signals (not shown on the accompanying diagram), have been brought back into use, apart from Up Hamilton (Down direction) position light signal M161).

Note : The full range of main aspects, as appropriate to each signal concerned, remain available for all signals in use in the Newton area.

Position Light Signals

The following position light signals are In Use as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'M'	Up Main	Down Main

(2)



## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* KIRKHILL - The plate denoting automatic working has been removed from Up Kirkhill  
\* Line signal M140. (52)
- \* \* BETWEEN DALMARNOCK ROAD TUNNEL AND CANNING ST TUNNEL - A new permanent speed restriction of 20 mph on the Down line between 1m 840 yards and 1m 1100 yards has been introduced.  
(See Section D of this Notice) (52)
- \* \* BETWEEN GREENOCK CENTRAL AND GREENOCK WEST - A new permanent speed restriction of 5 mph in the Up and Down directions over the trailing crossover has been introduced.  
(See Section D of this Notice) (52)
- \* \* BETWEEN DUMBARTON CENTRAL AND DALREOCH TUNNELS - The existing permanent speed restriction of 30mph, between 16k mp and 16m 1210y, on the Up and Down Helensburgh lines, has been altered to be 30mph, between 16m 230y and 16m 1210y on the Down Helensburgh line and 30 mph, between 16m 1210y and 16k mp on the Up Helensburgh line.  
(See Section D of this Notice). (52)
- \* \* BERWICK-UPON-TWEED STATION - Notice Boards worded "8 MKIV STOP" have been provided 2 metres from the North end of the Down Platform and 2 metres from the South end of the Up Platform.  
To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate Notice Board. (52)
- \* \* BETWEEN GRANTSHOUSE AND INNERWICK - Section 1 (Innerwick) and Sections 12 and 13 (Grantshouse) of the Train Operated Warning System (TOWS) have been brought into use.  
This work completes the installation of TOWS between Grantshouse and Innerwick. (52)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* BETWEEN KINCARDINE POWER STN AND LONGANNET - A new permanent speed restriction of 5 mph in the Up and Down directions between 3m 990 yards and 4 m.p. has been introduced.  
(See Section D of this Notice) (52)
- \* \* BETWEEN PERTH AND STANLEY JN - The permanent speed restriction of 75 mph on the Up and Down lines between 151m 1140 yards and 153m 350 yards has been Altered to be :-
- |           |                                |   |
|-----------|--------------------------------|---|
| Up line   | <u>75 mph</u>                  | between <u>153m 350 yards</u> and <u>151m 1140 yards</u>  |
| Down line | <u>30 mph</u><br><u>75 mph</u> | between <u>151m 1140 yards</u> and <u>152m 440 yards</u><br>between <u>152m 440 yards</u> and <u>153m 350 yards</u> |
- (See Section D of this Notice) (52)
- PRESTON STATION - The down fast platform (No. 3) previously shortened for work to be carried out, has been re-instated to its original length and the temporary stop boards removed. (1)
- BETWEEN LOW FELL JN AND KING EDWARD BRIDGE SOUTH JN - The reflectorised signs for the Permanent Speed Restriction of 50mph which applies on the Down Main in the Down direction between 79m 26ch and 79m 34ch have been removed and this restriction has been deleted from the Sectional Appendix.  
The 20mph reflectorised Speed Restriction Warning Indicator sign on the Down Main at 77m 64ch has been changed to read 30mph and gives warning of the 30mph Permanent Speed Restriction that applies between 79m 34ch and 79m 70ch.  
(See Section D of this notice). (2)
- \* \* ALNMOUTH STATION - Notice Boards have been provided at Alnmouth Station as follows :-
- DOWN PLATFORM
- North End
- |              |                            |
|--------------|----------------------------|
| 9 MK IV STOP | - 7 metres beyond ramp top |
| 8 MK IV STOP | - At ramp top              |

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \*ALNMOUTH STATION - continued  
\*

DOWN PLATFORM - continued

South End

MK IV STOP - 4 metres beyond ramp top

UP PLATFORM

North End

9 MK IV STOP - 10 metres beyond ramp top  
8 MK IV STOP - At ramp top

South End

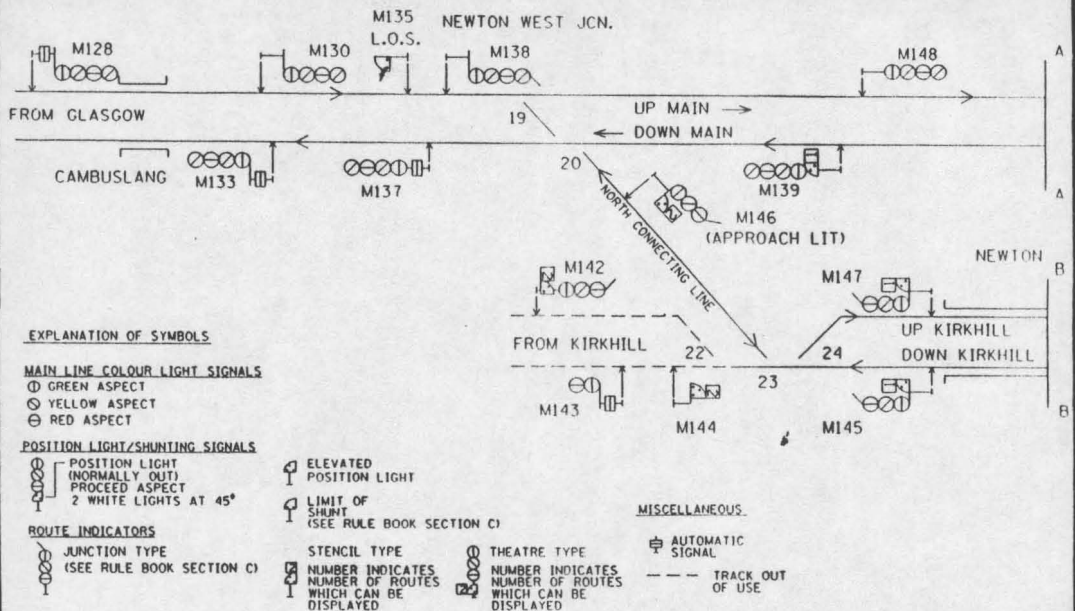
MK IV STOP - 4 metres beyond ramp top

To ensure that all doors are platformed Drivers should bring the loco or DVT to a stand at the appropriate Notice Board.

(52)

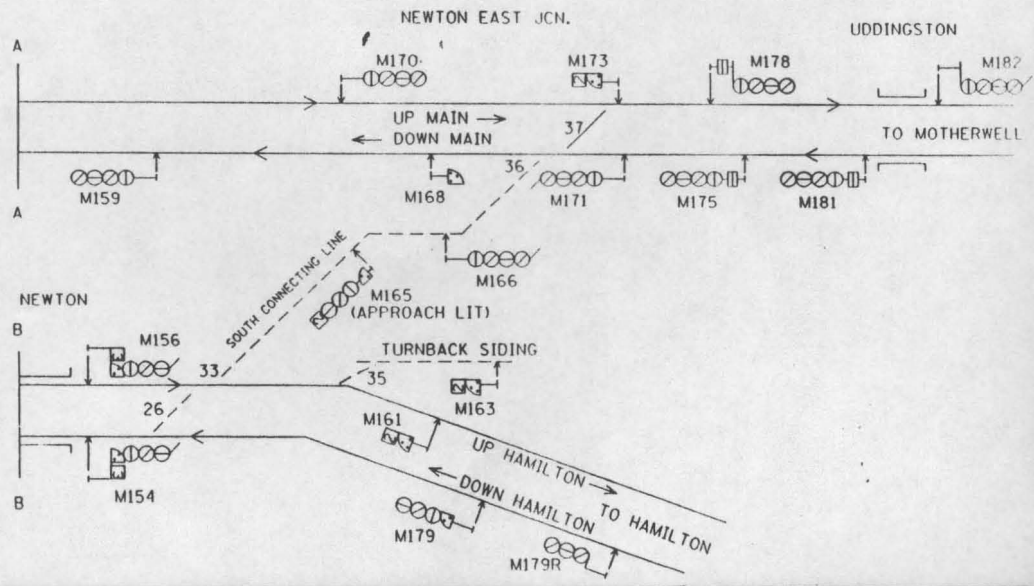
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# NEWTON - PARTIAL REINSTATEMENT - 15.03.92



MON52-C7

# NEWTON - PARTIAL REINSTATEMENT - 15.03.92



MON52-C8