

WEEKLY OPERATING NOTICE

NO.1

SATURDAY 27 MARCH 1993

to

FRIDAY 2 APRIL 1993

inclusive

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

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Traincrew must pay particular attention to works contained in this Notice and keep a good look-out for handsignals, which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

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Receipt of this notice need not be acknowledged. If not received, by 12 00 Friday prior to operative date, advise OPERATIONS MANAGER, SCOTRAIL extension 04-53225 using the Railway network where possible, otherwise British Telecom 041-335 3623.

S B LANE  
OPERATIONS MANAGER, SCOTRAIL

GLASGOW

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 MARCH - KIRKTON FARM CROSSING AT 39 MILES 380 YARDS (BETWEEN CRIANLARICH AND UPPER TYNDRUM) - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

SUNDAY 28 MARCH - FASSFERN NO.1 CROSSING AT 6 MILES 100 YARDS (BETWEEN LOCH EIL OUTWARD BOUND AND LOCHEILSIDE) - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

SUNDAY 28 MARCH - MACLEANS CROSSING AT 36 MILES 750 YARDS (BETWEEN ARISAIG AND MORAR) - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GRETNA JN AND LOCKERBIE

COVE AHB LEVEL CROSSING AT 13M 950YDS - The above level crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose "X40" mph speed restriction warning boards have been provided 762 yards either side of the crossing.

The Whistle Boards, located 342 yards on both approaches to the crossing, have been removed.

The 90 mph speed restrictions between 14m 830y and 13m 950y on the Up Main Line, and between 12m 1070y and 13m 950y on the Down Main Line, have been removed and the lines returned to 100 mph running.

(See Section D of this Notice)

(3)

# 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

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN CARMUIRS EAST JN AND CARMUIRS WEST JN - A new permanent speed restriction of 20 mph has been brought into operation on the Up and Down lines between 0 miles 350 yards and 0 miles 250 yards, Underbrige No.1 (applies to all trains except DMU's).

(See Section D of this Notice)

(2)

BETWEEN SPEAN BRIDGE AND FORT WILLIAM JN - A new permanent speed restriction of 50 mph has been brought into operation on the single line, in both directions, between 94 miles 740 yards and 94 miles 1020 yards, applying to all trains.

(See Section D of this Notice)

(3)

BETWEEN THORNTON NORTH JN AND METHIL WEST - A single-sided, reflectorised notice board has been provided at Cameron Bridge, on the single line immediately on the Thornton side of the ground frame operated points giving access to the sidings, facing to drivers of Down direction trains, worded "STOP - CHECK POSITION OF GROUND FRAME POINTS BEFORE PROCEEDING".

(2)

BALAVIL BURN CROSSING AT 73 MILES 1580 YARDS (BETWEEN KINGUSSIE AND KINCRAIG) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(3)

WALNUT GROVE CROSSING AT 18 MILES 1120 YARDS; PYE ROAD CROSSING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND ERROL) - Telephones for the use of the public have been provided at each of these crossings and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KINGSTON FARM CROSSING AT 7 MILES 460 YARDS (BETWEEN ERROL AND LONGFORGAN) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

LITTLEMILL CROSSING AT 46 MILES 910 YARDS (BETWEEN HUNTLY AND KEITH) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

EASTERTON CROSSING AT 125 MILES 500 YARDS (BETWEEN FORRES AND NAIRN) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

TWEEDMOUTH UP YARD - No.3 Siding has been brought back into use.

(3)

\*\* MILNTHORPE

\*

The emergency facing and trailing crossovers worked from Milnthorpe No.1 and No.2 ground frames have been brought back into use.

(1)

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(PRIVATE and not for publication)

Movements Mgr  
m 323

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 3 APRIL 1993**

**to**

**FRIDAY 9 APRIL 1993**

**INCLUSIVE**

WON2-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- \*\* BETWEEN CARMUIRS EAST JN AND CARMUIRS WEST JN - A new permanent speed restriction of 20 mph has been brought into operation on the Up and Down lines between 0 miles 350 yards and 0 miles 250 yards, Underbridge No.1 (applies to all trains except DMU's).

(See Section D of this Notice)

(2)

KIRKTON FARM CROSSING AT 39 MILES 380 YARDS (BETWEEN CRIANLARICH AND UPPER TYNDRUM) - Telephones for the use of the public have been provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

BETWEEN SPEAN BRIDGE AND FORT WILLIAM JN - A new permanent speed restriction of 50 mph has been brought into operation on the single line, in both directions, between 94 miles 740 yards and 94 miles 1020 yards, applying to all trains.

(See Section D of this Notice)

(3)

FASSFERN NO.1 CROSSING AT 6 MILES 100 YARDS (BETWEEN LOCH EIL OUTWARD BOUND AND LOCHEILSIDE) - Telephones for the use of the public have been provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

MACLEANS CROSSING AT 36 MILES 750 YARDS (BETWEEN ARISAIG AND MORAR) - Telephones for the use of the public have been provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

WON2-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- \*\* BETWEEN THORNTON NORTH JN AND METHIL WEST - A single-sided, reflectorised notice board has been provided at Cameron Bridge, on the single line immediately on the Thornton side of the ground frame operated points giving access to the sidings, facing to drivers of Down direction trains, worded "STOP - CHECK POSITION OF GROUND FRAME POINTS BEFORE PROCEEDING".

(2)

BALAVIL BURN CROSSING AT 73 MILES 1580 YARDS (BETWEEN KINGUSSIE AND KINCRAIG) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(3)

- \*\* WALNUT GROVE CROSSING AT 18 MILES 1120 YARDS; PYE ROAD CROSSING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND ERROL) - Telephones for the use of the public have been provided at each of these crossings and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

- \*\* KINGSTON FARM CROSSING AT 7 MILES 460 YARDS (BETWEEN ERROL AND LONGFORGAN) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

- \*\* EASTERTON CROSSING AT 125 MILES 500 YARDS (BETWEEN FORRES AND NAIRN) - Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

WON2-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* LITTLEMILL CROSSING AT 46 MILES 910 YARDS (BETWEEN HUNTLY AND KEITH) -
- \* Telephones for the use of the public have been provided at this crossing and these will also be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(2)

TWEEDMOUTH UP YARD - No.3 Siding has been brought back into use.

(3)

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Movements M&L Rn 323

(PRIVATE and not for publication)

BR31015

SCOTRAIL<sup>≠</sup>

NO.3

## WEEKLY OPERATING NOTICE

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

SATURDAY 10 APRIL 1993

to

FRIDAY 16 APRIL 1993

INCLUSIVE

WON3-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 12 APRIL - BETWEEN BURNTISLAND AND ABERDOUR - All signals and signal routes associated with movements to, or from, the former BAC sidings will be removed.

The two-way theatre route indicator on the Down Fife (Up direction) signal EU472 will be removed and the application of this signal will become :-

Signal	Aspect	Route Indication where provided	Application to or towards
EU472	Main	-	EU466
	Position Light	-	Harbour branch

(The trailing connection between the Down Fife line and the former BAC sidings has previously been removed and the sidings closed).

(6)

#### DETAILS OF WORK ALREADY CARRIED OUT

##### \* \* BETWEEN GRETNA JN AND LOCKERBIE

\*

COVE AHB LEVEL CROSSING AT 13M 950YDS - The above level crossing has been equipped to work automatically when approached in the wrong direction, and for this purpose "X40" mph speed restriction warning boards have been provided 762 yards either side of the crossing.

The Whistle Boards, located 342 yards on both approaches to the crossing, have been removed.

The 90 mph speed restrictions between 14m 830y and 13m 950y on the Up Main Line, and between 12m 1070y and 13m 950y on the Down Main Line, have been removed and the lines returned to 100 mph running.

(See Section D of this Notice)

(3)

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

BETWEEN RUTHERGLEN WEST JN AND LARKFIELD JN - The Down Clydesdale goods line, the Down Through sidings and the Down Holding sidings have been secured out of use and all signals/signal routes applying to or from these lines disconnected.

(See Section D of this Notice)

(5)

KIRKTON FARM CROSSING AT 39 MILES 380 YARDS (BETWEEN CRIANLARICH AND UPPER TYNDRUM) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

\*\* BETWEEN SPEAN BRIDGE AND FORT WILLIAM JN - A new permanent speed restriction of 50 mph has been brought into operation on the single line, in both directions, between 94 miles 740 yards and 94 miles 1020 yards, applying to all trains.

(See Section D of this Notice)

(3)

FASSFERN NO.1 CROSSING AT 6 MILES 100 YARDS (BETWEEN LOCH EIL OUTWARD BOUND AND LOCHEILSIDE) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

MACLEANS CROSSING AT 36 MILES 750 YARDS (BETWEEN ARISAIG AND MORAR) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

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

\*\* BALAVIL BURN CROSSING AT 73 MILES 1580 YARDS (BETWEEN KINGUSSIE AND KINCRAIG) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(3)

BETWEEN BRODIE LC (AHB) AND NAIRN - The permanent speed restriction of 10 mph in the Down direction between 125m 390 yards and 125m 500 yards has been Removed.

(See Section D of this Notice)

(5)

PEGSWOOD FOOTPATH LEVEL CROSSING AT 18M 13CH (BETWEEN MORPETH NORTH JN AND PEGSWOOD) - The Whistle Boards at the above level crossing have been repositioned as follows :-

Up Main Line - from 295yds to 440yds before reaching the crossing.  
Down Main Line - from 295yds to 440yds before reaching the crossing.  
Up Main Line (Down Direction) - from 195yds to 244yds before reaching the crossing.  
Down Main Line (Up Direction) - from 195yds to 244yds before reaching the crossing.

(5)

\*\* TWEEDMOUTH UP YARD - No.3 Siding has been brought back into use.

(3)

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SCOTRAIL<sup>≠</sup>

WON4-C1

NO.4

WEEKLY OPERATING NOTICE

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

SATURDAY 17 APRIL 1993

to

FRIDAY 23 APRIL 1993

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 19 APRIL - BETWEEN BLACKFORD AND HILTON JN - From 06 00 hours, the temporary arrangements will be withdrawn, all signalling at Blackford reinstated, the notice boards and distant boards between Blackford and Gleneagles removed together with the buffer stop on the Down line at the Perth end of Gleneagles station and train services will resume between Stirling and Perth.

(See Section D of this Notice).

(7)

MONDAY 19 APRIL - AUCHTERARDER - The Down distant signal will be renewed 648 yards farther from the box, on left of drivers, yellow aspect 12 feet above rail level. AWS track equipment will be repositioned accordingly.

(7)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN RUTHERGLEN WEST JN AND LARKFIELD JN - The Down Clydesdale goods line, the Down Through sidings and the Down Holding sidings have been secured out of use and all signals/signal routes applying to or from these lines disconnected.

(See Section D of this Notice)

(5)

\*\* KIRKTON FARM CROSSING AT 39 MILES 380 YARDS (BETWEEN  
\* CRIANLARICH AND UPPER TYNDRUM) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

\*\* FASSFERN NO.1 CROSSING AT 6 MILES 100 YARDS (BETWEEN LOCH EIL OUTWARD  
\* BOUND AND LOCHEILSIDE) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

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

- \* \* MACLEANS CROSSING AT 36 MILES 750 YARDS (BETWEEN ARISAIG AND MORAR) -  
 \* Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(4)

BETWEEN BRODIE LC (AHB) AND NAIRN - The permanent speed restriction of  $\emptyset$  10 mph in the Down direction between 125m 390 yards and 125m 500 yards has been Removed.

(See Section D of this Notice)

(5)

BETWEEN BURNTISLAND AND ABERDOUR - All signals and signal routes associated with movements to, or from, the former BAC sidings have been removed.

The two-way theatre route indicator on the Down Fife (Up direction) signal EU472 has been removed and the application of this signal has become :-

Signal	Aspect	Route Indication where provided	Application to or towards
EU472	Main	-	EU466
	Position Light	-	Harbour branch

(The trailing connection between the Down Fife line and the former BAC sidings has previously been removed and the sidings closed).

(6)

PEGSWOOD FOOTPATH LEVEL CROSSING AT 18M 13CH (BETWEEN MORPETH NORTH JN AND PEGSWOOD) - The Whistle Boards at the above level crossing have been repositioned as follows :-

- Up Main Line - from 295yds to 440yds before reaching the crossing.  
 Down Main Line - from 295yds to 440yds before reaching the crossing.  
 Up Main Line (Down Direction) - from 195yds to 244yds before reaching the crossing.  
 Down Main Line (Up Direction) - from 195yds to 244yds before reaching the crossing.

(5)

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SCOTRAIL

WONS-C1

NO.5

# WEEKLY OPERATING NOTICE

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

SATURDAY 24 APRIL 1993

to

FRIDAY 30 APRIL 1993

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

WEDNESDAY 25 APRIL - GRANGE AHB - The crossing will be equipped with controls to avoid the necessity of appointing an attendant to operate the crossing locally for wrong direction movements or during single line working (the arrangements detailed in the Rule Book, Appendix 9, General Instructions, clause 4, refer). A speed restriction of 10 mph will apply to all movements which pass over the crossing in the wrong direction.

The following signs (as detailed in the Rule Book, Appendix 9, General Instructions, clause 4.2) will be provided :-

Up direction - a "X40" mph speed restriction sign applicable to Up direction movements in the Down line, in the cess of the Down line on right of drivers, 762 yards from the crossing.

Down direction - a "X40" mph speed restriction sign applicable to Down direction movements in the Up line, in the cess of the Up line on right of drivers, 762 yards from the crossing.

(See Section D of this Notice)

(8)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* BETWEEN RUTHERGLEN WEST JN AND LARKFIELD JN - The Down Clydesdale goods line, the Down Through sidings and the Down Holding sidings have been secured out of use and all signals/signal routes applying to or from these lines disconnected.

(See Section D of this Notice)

(5)

BETWEEN BLACKFORD AND HILTON JN - The temporary arrangements have been withdrawn, all signalling at Blackford reinstated, the notice boards and distant boards between Blackford and Gleneagles removed together with the buffer stop on the Down line at the Perth end of Gleneagles station and train services have resumed between Stirling and Perth.

(See Section D of this Notice)

(7)

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

AUCHTERORDER - The Down distant signal has been renewed 648 yards farther from the box, on left of drivers, yellow aspect 12 feet above rail level. AHS track equipment has been repositioned accordingly.

(7)

- \* \* BETWEEN BRODIE LC (AHB) AND NAIRN - The permanent speed restriction of  $\theta$  10 mph in the Down direction between 125m 390 yards and 125m 500 yards has been Removed.

(See Section D of this Notice)

(5)

BETWEEN BURNTISLAND AND ABERDOUR - All signals and signal routes associated with movements to, or from, the former BAC sidings have been removed.

The two-way theatre route indicator on the Down Fife (Up direction) signal EU472 has been removed and the application of this signal has become :-

Signal	Aspect	Route Indication where provided	Application to or towards
EU472	Main	-	EU466
	Position Light	-	Harbour branch

(The trailing connection between the Down Fife line and the former BAC sidings has previously been removed and the sidings closed).

(6)

- \* \* PEGSWOOD FOOTPATH LEVEL CROSSING AT 18M 13CH (BETWEEN MORPETH NORTH JN AND PEGSWOOD) - The Whistle Boards at the above level crossing have been repositioned as follows :-

Up Main Line - from 295yds to 440yds before reaching the crossing.  
 Down Main Line - from 295yds to 440yds before reaching the crossing.  
 Up Main Line (Down Direction) - from 195yds to 244yds before reaching the crossing.  
 Down Main Line (Up Direction) - from 195yds to 244yds before reaching the crossing.

(5)

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(PRIVATE and not for publication)

Movements Mgr

Rm 323

BR31015

**SCOTRAIL<sup>≠</sup>**

**NO.6**

## **WEEKLY OPERATING NOTICE**

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

**SATURDAY 1 MAY 1993**

**to**

**FRIDAY 7 MAY 1993**

**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

MONDAY 3 MAY - TOWNHILL JN - The connection from the former Oakley branch to the C.E. Siding, previously secured out of use set for the C.E. Siding, will be removed, the C.E. Siding put out of use, and the Siding exit signal E0907 removed.

A portion of the former Oakley branch will be redesignated the 'C.E. Siding' with a standage of 500 feet, and a buffer stop will be provided.

The former branch exit signal, previously covered over, will be reinstated as the exit signal for the redesignated C.E. Siding and renumbered E0907. The application of renumbered Signal E0907 will be as follows :-

Signal	Route Indication where provided	Application from	Application towards
E0907	-	C.E. Siding	Down Sidings
	-		E0733
	-		E0731

All existing signal applications to C.E. Siding will remain unaltered.

(9)

DETAILS OF WORK ALREADY CARRIED OUT

AUCHTERARDER - The Down distant signal has been renewed 648 yards farther from the box, on left of drivers, yellow aspect 12 feet above rail level. AWS track equipment has been repositioned accordingly.

(7)

BETWEEN BLACKFORD AND HILTON JN - The temporary arrangements have been withdrawn, all signalling at Blackford reinstated, the notice boards and distant boards between Blackford and Gleneagles removed together with the buffer stop on the Down line at the Perth end of Gleneagles station and train services have resumed between Stirling and Perth.

(See Section D of this Notice)

(7)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* BETWEEN BURNTISLAND AND ABERDOUR - All signals and signal routes associated with movements to, or from, the former BAC sidings have been removed.

The two-way theatre route indicator on the Down Fife (Up direction) signal EU472 has been removed and the application of this signal has become :-

Signal	Aspect	Route Indication where provided	Application to or towards
EU472	Main	-	EU466
	Position Light	-	Harbour branch

(The trailing connection between the Down Fife line and the former BAC sidings has previously been removed and the sidings closed).

(6)

GRANGE AHB - The crossing has been equipped with controls to avoid the necessity of appointing an attendant to operate the crossing locally for wrong direction movements or during single line working (the arrangements detailed in the Rule Book, Appendix 9, General Instructions, clause 4, refer). A speed restriction of 40 mph will apply to all movements which pass over the crossing in the wrong direction.

The following signs (as detailed in the Rule Book, Appendix 9, General Instructions, clause 4.2) have been provided :-

Up direction - a "X40" mph speed restriction sign applicable to Up direction movements on the Down line, in the cess of the Down line on right of drivers, 762 yards from the crossing.

Down direction - a "X40" mph speed restriction sign applicable to Down direction movements on the Up line, in the cess of the Up line on right of drivers, 762 yards from the crossing.

(See Section D of this Notice)

(8)

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(PRIVATE and not for publication)

Movements Mgr  
m 323

BR31015

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SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NOTICE TO THE TRAVELLER

NOTICE TO THE TRAVELLER

NOTICE TO THE TRAVELLER

**SCOTRAIL** ≠

**NO.7**

## WEEKLY OPERATING NOTICE

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

**SATURDAY 8 MAY 1993**

to

**FRIDAY 14 MAY 1993**

**INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

CORKERHILL CSMD - All connections leading to and from the Toilet Cleaning Road and the adjacent Rounding Road have been secured out of use pending removal, and these Roads have been put out of use.

(10)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

- \* AUCHTERARDER - The Down distant signal has been renewed 648 yards farther from the box, on left of drivers, yellow aspect 12 feet above rail level. AWS track equipment has been repositioned accordingly.

(7)

- \*\* BETWEEN BLACKFORD AND HILTON JN - The temporary arrangements have been withdrawn, all signalling at Blackford reinstated, the notice boards and distant boards between Blackford and Gleneagles removed together with the buffer stop on the Down line at the Perth end of Gleneagles station and train services have resumed between Stirling and Perth.

(See Section D of this Notice)

(7)

GRANGE AHB - The crossing has been equipped with controls to avoid the necessity of appointing an attendant to operate the crossing locally for wrong direction movements or during single line working (the arrangements detailed in the Rule Book, Appendix 9, General Instructions, clause 4, refer). A speed restriction of 40 mph will apply to all movements which pass over the crossing in the wrong direction.

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

The following signs (as detailed in the Rule Book, Appendix 9, General Instructions, clause 4.2) have been provided :-

Up direction - a "X40" mph speed restriction sign applicable to Up direction movements on the Down line, in the cess of the Down line on right of drivers, 762 yards from the crossing.

Down direction - a "X40" mph speed restriction sign applicable to Down direction movements on the Up line, in the cess of the Up line on right of drivers, 762 yards from the crossing.

(See Section D of this Notice)

(8)



SCOTRAIL

WON8-C1

NO.8

WEEKLY OPERATING NOTICE

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

SATURDAY 15 MAY 1993  
to  
FRIDAY 21 MAY 1993  
INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

HARECRAIG CROSSING AT 2 MILES 1230 YARDS (BETWEEN CAMPERDOWN JN AND BROUGHTY FERRY) - Whistle boards have been provided as under :-

Down line - 400 yards before reaching the crossing.  
Up line - 400 yards before reaching the crossing. (11)

ANDERSON STREET CROSSING AT 9 MILES 750 YARDS (BETWEEN BARRY WEST AND CARNOUSTIE) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing. (11)

BALCATHIE CROSSING AT 14 MILES 1200 YARDS (BETWEEN CARNOUSTIE AND ARBROATH) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing. (11)

BACK SETTLEMENT CROSSING AT 209 MILES 1430 YARDS (BETWEEN CRAIGO AND LAURENCEKIRK) - Whistle boards have been provided as under :-

Down line - 370 yards before reaching the crossing.  
Up line - 370 yards before reaching the crossing. (11)

WON8-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

EAST COTTAGES CROSSING AT 29 MILES 330 YARDS (BETWEEN PITLOCHRY AND BLAIR ATHOLL) - Whistle boards have been provided on the single line as under :-

Down direction - 300 yards before reaching the crossing.  
Up direction - 300 yards before reaching the crossing.

(11)

PYE ROAD CROSSING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

BOWES LODGE CROSSING AT 17 MILES 1690 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

CORKERHILL CSMD - All connections leading to and from the Toilet Cleaning Road and the adjacent Rounding Road have been secured out of use pending removal, and these Roads have been put out of use.

(10)

WON8-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* GRANGE AHB - The crossing has been equipped with controls to avoid the necessity of appointing an attendant to operate the crossing locally for wrong direction movements or during single line working (the arrangements detailed in the Rule Book, Appendix 9, General Instructions, clause 4, refer). A speed restriction of 40 mph will apply to all movements which pass over the crossing in the wrong direction.

The following signs (as detailed in the Rule Book, Appendix 9, General Instructions, clause 4.2) have been provided :-

Up direction - a "X40" mph speed restriction sign applicable to Up direction movements on the Down line, in the cess of the Down line on right of drivers, 762 yards from the crossing.

Down direction - a "X40" mph speed restriction sign applicable to Down direction movements on the Up line, in the cess of the Up line on right of drivers, 762 yards from the crossing.

(See Section D of this Notice)

(8)

SCOTRAIL<sup>≠</sup>

NO.9

WEEKLY OPERATING NOTICE

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

SATURDAY 22 MAY 1993

to

FRIDAY 28 MAY 1993

INCLUSIVE

WONG-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

MONTROSE NORTH - As a result of derailment damage, the undernoted connections have been temporarily plain-lined :-

Main line trailing crossover (Up main end)  
Up main to Up sidings (Up main end)

(12)

LANCASTER - The "12 STOP" sign located at the south end of No.4 platform has been replaced by a "CLASS 1 TRAIN STOP" sign.

(12)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 MAY - BETWEEN KNIGHTSWOOD NORTH JN AND COWLAIRS NORTH JN - The AWS track equipment associated with Up Maryhill line signal C51 will be repositioned 100 yards farther from the signal (to be 300 yards from signal C51).

(12)

THURSDAY 27 MAY - BETWEEN ELBOWEND JN AND CROMBIE RNAD - Merryhill level crossing, at 1 mile 810 yards, will become a Traincrew Operated Crossing (Rule Book Appendix 9, page 9.8) equipped with gates. The gates will not be capable of being locked and keys will not be provided.

A Stop Board will be provided 10 yards before reaching the crossing on each rail approach, one on left of drivers in the Up direction and one on right of drivers in the Down direction. No Warning Boards or distant signals will be provided in conjunction with the Stop Boards.

(See Section D of this Notice)

(12)

WON9-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

FRIDAY 28 MAY - BETWEEN CLYDEBANK JN AND OLD KILPATRICK - A buffer stop will be erected at 109 miles 1080 yards, and the branch line accordingly shortened to become 1060 yards in length.

(See Section D of this Notice)

(12)

DETAILS OF WORK ALREADY CARRIED OUT

CORKERHILL CSMD - All connections leading to and from the Toilet Cleaning Road and the adjacent Rounding Road have been secured out of use pending removal, and these Roads have been put out of use.

(10)

HARECRAIG CROSSING AT 2 MILES 1230 YARDS (BETWEEN CAMPERDOWN JN AND BROUGHTY FERRY) - Whistle boards have been provided as under :-

Down line - 400 yards before reaching the crossing.  
Up line - 400 yards before reaching the crossing.

(11)

EAST COTTAGES CROSSING AT 29 MILES 330 YARDS (BETWEEN PITLOCHRY AND BLAIR ATHOLL) - Whistle boards have been provided on the single line as under :-

Down direction - 300 yards before reaching the crossing.  
Up direction - 300 yards before reaching the crossing.

(11)

PYE ROAD CROSSING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

WON9-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BOWES LODGE CROSSING AT 17 MILES 1690 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

ANDERSON STREET CROSSING AT 9 MILES 750 YARDS (BETWEEN BARRY WEST AND CARNOUSTIE) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing.

(11)

BALCATHIE CROSSING AT 14 MILES 1200 YARDS (BETWEEN CARNOUSTIE AND ARBROATH) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing.

(11)

BACK SETTLEMENT CROSSING AT 209 MILES 1430 YARDS (BETWEEN CRAIGO AND LAURENCEKIRK) - Whistle boards have been provided as under :-

Down line - 370 yards before reaching the crossing.  
Up line - 370 yards before reaching the crossing.

(11)

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(PRIVATE and not for publication)

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**SCOTRAIL** ≠

**NO.10**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 29 MAY 1993**

**to**

**FRIDAY 4 JUNE 1993**

**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 30 MAY - BETWEEN GARTCOSH JN AND STEPPS - HEATHFIELD CROSSING AT 98 MILES 620 YARDS - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(13)

SUNDAY 30 MAY - NEWBRIDGE JN - Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, will be provided as shown below on the Down E&G line approach to Newbridge Jn.

When Signal EN573 displays a single yellow aspect together with a position 2 junction indicator applying from the Down E&G line to the Down Bathgate line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No.</u>	<u>Aspect Sequence</u>
EN 569	Single flashing yellow
EN 567	Double flashing yellow

Normal aspect sequences will be retained for the Down E&G through route, and the route from the Down E&G to the Down Passenger loop at Newbridge Jn.

(13)

\*\* CORKERHILL CSMD - All connections leading to and from the Toilet Cleaning  
\* Road and the adjacent Rounding Road have been secured out of use pending removal, and these Roads have been put out of use.

(10)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

BETWEEN CLYDEBANK JN AND OLD KILPATRICK - A buffer stop has been erected at 109 miles 1080 yards, and the branch line accordingly shortened to become 1060 yards in length.

(See Section D of this Notice)

(12)

BETWEEN KNIGHTSWOOD NORTH JN AND COWLAIRS NORTH JN - The AWS track equipment associated with Up Maryhill line signal C51 has been repositioned 100 yards farther from the signal (to be 300 yards from signal C51).

(12)

BETWEEN ELBOWEND JN AND CROMBIE RNAD - Merryhill level crossing, at 1 mile 810 yards, has become a Traincrew Operated Crossing (Rule Book Appendix 9, page 9.8) equipped with gates. The gates are not capable of being locked and keys have not been provided.

A Stop Board has been provided 10 yards before reaching the crossing on each rail approach, one on left of drivers in the Up direction and one on right of drivers in the Down direction. No Warning Boards or distant signals have been provided in conjunction with the Stop Boards.

(See Section D of this Notice)

(12)

EAST COTTAGES CROSSING AT 29 MILES 330 YARDS (BETWEEN PITLOCHRY AND BLAIR ATHOLL) - Whistle boards have been provided on the single line as under :-

Down direction - 300 yards before reaching the crossing.  
Up direction - 300 yards before reaching the crossing.

(11)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTPYE ROAD CROSSING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

BOWES LODGE CROSSING AT 17 MILES 1690 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

HARECRAIG CROSSING AT 2 MILES 1230 YARDS (BETWEEN CAMPERDOWN JN AND BROUGHTY FERRY) - Whistle boards have been provided as under :-

Down line - 400 yards before reaching the crossing.  
Up line - 400 yards before reaching the crossing.

(11)

ANDERSON STREET CROSSING AT 9 MILES 750 YARDS (BETWEEN BARRY WEST AND CARNOUSTIE) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing.

(11)

BALCATHIE CROSSING AT 14 MILES 1200 YARDS (BETWEEN CARNOUSTIE AND ARBROATH) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing.

(11)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedMONTROSE NORTH - As a result of derailment damage, the undernoted connections have been temporarily plain-lined :-

Main line trailing crossover (Up main end)  
Up main to Up sidings (Up main end)

(12)

BACK SETTLEMENT CROSSING AT 209 MILES 1430 YARDS (BETWEEN CRAIGO AND LAURENCEKIRK) - Whistle boards have been provided as under :-

Down line - 370 yards before reaching the crossing.  
Up line - 370 yards before reaching the crossing.

(11)

LANCASTER - The "12 STOP" sign located at the south end of No.4 platform has been replaced by a "CLASS 1 TRAIN STOP" sign.

(12)

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OPS MGR S/RAIL LN 313

(PRIVATE and not for publication)

BR31015

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SCOTRAIL<sup>≠</sup>

**NO.11**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 5 JUNE 1993**

**to**

**FRIDAY 11 JUNE 1993**

**INCLUSIVE**



## SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

STONEHAVEN - The connection from the Up sidings to Up Main has been temporarily secured out of use.

(14)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 JUNE - NEWTON - A new facing connection will be installed on the Down Kirkhill line at Newton West Jn, between Signal M145 and the existing double to single connection, secured out of use, set for movements along the Down Kirkhill line.

(All concerned to note that this is preparatory work associated with reinstatement of double line at Newton West Jn. Existing signalling arrangements will be unchanged meantime).

(14)

MONDAY 7 JUNE - BETWEEN NAIRN AND DALCROSS LC (AHB) - The Up direction permanent speed restriction of 30 mph on the single line between 132m 1750y and 132m 1450y will no longer apply.

(14)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GARTCOSH JN AND STEPPS - HEATHFIELD CROSSING  
AT 98 MILES 620 YARDS - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(13)

NEWBRIDGE JN - Flashing yellow aspects, as described in the Rule Book, Section C, Clause 3.1.2, have been provided as shown below on the Down E&G line approach to Newbridge Jn.

When Signal EN573 displays a single yellow aspect together with a position 2 junction indicator applying from the Down E&G line to the Down Bathgate line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No.</u>	<u>Aspect Sequence</u>
EN 569	Single flashing yellow
EN 567	Double flashing yellow

Normal aspect sequences have been retained for the Down E&G through route, and the route from the Down E&G to the Down Passenger loop at Newbridge Jn.

(13)

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

BETWEEN CLYDEBANK JN AND OLD KILPATRICK - A buffer stop has been erected at 109 miles 1080 yards, and the branch line accordingly shortened to become 1060 yards in length.

(See Section D of this Notice)

(12)

BETWEEN KNIGHTSWOOD NORTH JN AND COWLAIRS NORTH JN - The AWS track equipment associated with Up Maryhill line signal C51 has been repositioned 100 yards farther from the signal (to be 300 yards from signal C51).

(12)

BETWEEN ELBOWEND JN AND CROMBIE RNAD - Merryhill level crossing, at 1 mile 810 yards, has become a Traincrew Operated Crossing (Rule Book Appendix 9, page 9.8) equipped with gates. The gates are not capable of being locked and keys have not been provided.

A Stop Board has been provided 10 yards before reaching the crossing on each rail approach, one on left of drivers in the Up direction and one on right of drivers in the Down direction. No Warning Boards or distant signals have been provided in conjunction with the Stop Boards.

(See Section D of this Notice)

(12)

\* \* EAST COTTAGES CROSSING AT 29 MILES 330 YARDS (BETWEEN PITLOCHRY AND BLAIR ATHOLL) - Whistle boards have been provided on the single line as under :-

Down direction - 300 yards before reaching the crossing.  
Up direction - 300 yards before reaching the crossing.

(11)

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

- \*\* PYE ROAD CROSSING AT 18 MILES 200 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

- \*\* BOWES LODGE CROSSING AT 17 MILES 1690 YARDS (BETWEEN BARNHILL AND ERROL) - Whistle boards have been provided as under :-

Down line - 300 yards before reaching the crossing.  
Up line - 300 yards before reaching the crossing.

(11)

- \*\* HARECRAIG CROSSING AT 2 MILES 1230 YARDS (BETWEEN CAMPERDOWN JN AND BROUGHTY FERRY) - Whistle boards have been provided as under :-

Down line - 400 yards before reaching the crossing.  
Up line - 400 yards before reaching the crossing.

(11)

- \*\* ANDERSON STREET CROSSING AT 9 MILES 750 YARDS (BETWEEN BARRY WEST AND CARNOUSTIE) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing.

(11)

- \*\* BALCATHIE CROSSING AT 14 MILES 1200 YARDS (BETWEEN CARNOUSTIE AND ARBROATH) - Whistle boards have been provided as under :-

Down line - 440 yards before reaching the crossing.  
Up line - 440 yards before reaching the crossing.

(11)

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

- MONTROSE NORTH - As a result of derailment damage, the undernoted connections have been temporarily plain-lined :-

Main line trailing crossover (Up main end)  
Up main to Up sidings (Up main end)

(12)

- \*\* BACK SETTLEMENT CROSSING AT 209 MILES 1430 YARDS (BETWEEN CRAIGO AND LAURENCEKIRK) - Whistle boards have been provided as under :-

Down line - 370 yards before reaching the crossing.  
Up line - 370 yards before reaching the crossing.

(11)

- LANCASTER - The "12 STOP" sign located at the south end of No.4 platform has been replaced by a "CLASS 1 TRAIN STOP" sign.

(12)

## NO.12

## WEEKLY OPERATING NOTICE

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

SATURDAY 12 JUNE 1993

to

FRIDAY 18 JUNE 1993

INCLUSIVE

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

PRESTON STATION

The Parcels Siding North has been temporarily shortened by 85 yards, and a temporary stop-block provided.

(15)

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 14 JUNE - NEWTON - From 05 00 hours, additional overhead line equipment associated with the new facing connection in the Down Kirkhill line at Newton West Jn and a new alignment connecting into the Kirkhill lines on the Cathcart side of Newton West Jn, all presently secured out of use, will be made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(15)

DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - A new facing connection has been installed on the Down Kirkhill line at Newton West Jn, between Signal M145 and the existing double to single connection, secured out of use, set for movements along the Down Kirkhill line.

(All concerned to note that this is preparatory work associated with reinstatement of double line at Newton West Jn. Existing signalling arrangements are unchanged meantime).

(14)

BETWEEN GARTCOSH JN AND STEPPS - HEATHFIELD CROSSING

AT 98 MILES 620 YARDS - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(13)

NEWBRIDGE JN - Flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, have been provided as shown below on the Down E&G line approach to Newbridge Jn.

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

When Signal EN573 displays a single yellow aspect together with a position 2 junction indicator applying from the Down E&G line to the Down Bathgate line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No.</u>	<u>Aspect Sequence</u>
EN 569	Single flashing yellow
EN 567	Double flashing yellow

Normal aspect sequences have been retained for the Down E&G through route, and the route from the Down E&G to the Down Passenger loop at Newbridge Jn.

(13)

- \*\* BETWEEN CLYDEBANK JN AND OLD KILPATRICK - A buffer stop has been erected at 109 miles 1080 yards, and the branch line accordingly shortened to become 1060 yards in length.

(See Section D of this Notice)

(12)

- \*\* BETWEEN KNIGHTSWOOD NORTH JN AND COWLAIRS NORTH JN - The AWS track equipment associated with Up Maryhill line signal C51 has been repositioned 100 yards farther from the signal (to be 300 yards from signal C51).

(12)

- \*\* BETWEEN ELBOWEND JN AND CROMBIE RNAD - Merryhill level crossing, at 1 mile 810 yards, has become a Traincrew Operated Crossing (Rule Book Appendix 9, page 9.8) equipped with gates. The gates are not capable of being locked and keys have not been provided.

A Stop Board has been provided 10 yards before reaching the crossing on each rail approach, one on left of drivers in the Up direction and one on right of drivers in the Down direction. No Warning Boards or distant signals have been provided in conjunction with the Stop Boards.

(See Section D of this Notice)

(12)

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

BETWEEN NAIRN AND DALCROSS LC (AHB) - The Up direction permanent speed restriction of 30 mph on the single line between 132m 1750y and 132m 1450y no longer applies.

(14)

STONEHAVEN - The connection from the Up sidings to Up Main has been temporarily secured out of use.

(14)

- \*\* MONTROSE NORTH - As a result of derailment damage, the undernoted connections \* have been temporarily plain-lined :-

Main line trailing crossover	(Up main end)
Up main to Up sidings	(Up main end)

(12)

- \*\* LANCASTER - The "12 STOP" sign located at the south end of No.4 platform has \* been replaced by a "CLASS 1 TRAIN STOP" sign.

(12)

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MOV MGR RM 323  
(PRIVATE and not for publication)

BR31015

**SCOTRAIL<sup>≠</sup>**

**NO.13**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 19 JUNE 1993**

**to**

**FRIDAY 25 JUNE 1993**

**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 20 JUNE - COWLAIRS - The connection from the Down Departure line to the Down Passenger loop, at the Queen Street end, will be secured out of use, set for movements along the Down Passenger loop and ground mounted main aspect signal C27 removed. The Down Departure line will be severed at the Queen Street end, a buffer stop erected and the line redesignated Depot Headshunt.

The position light aspect associated with signals C22 (Up main) and C23 (Down main, Up direction) will be removed.

The application of the undernoted signals will be altered to be :-

Signal	Route Indication where provided	From	Application Towards
C34A	H	Down Sidings	Depot Headshunt
	L	Down Sidings	Down Cowlairs Passenger loop
C34B	H	Carriage Sidings	Depot Headshunt
	L	Carriage Sidings	Down Cowlairs Passenger loop

(16)

SUNDAY 20 JUNE - BETWEEN BARNHILL AND ERROL - Telephones for the use of the public will be provided at the following crossings, and these will be available for the use of trainmen in an emergency :-

TOFTHILL CROSSING (15 MILES 1630 YARDS)

(See Section D of this Notice)

PITCOAG CROSSING (14 MILES 460 YARDS)

(Note - The existing trainmen's telephone at 14 miles 460 yards will remain).

(16)

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

SUNDAY 20 JUNE - BETWEEN LONGFORGAN AND INVERGOWRIE -  
PILMORE WEST CROSSING (5 MILES 220 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(16)

MONDAY 21 JUNE - MOSSEND UP YARD - Sidings 11 to 25 inclusive will be secured out of use pending removal.

(16)

DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - A new facing connection has been installed on the Down Kirkhill line at Newton West Jn, between Signal M145 and the existing double to single connection, secured out of use, set for movements along the Down Kirkhill line.

(All concerned to note that this is preparatory work associated with reinstatement of double line at Newton West Jn. Existing signalling arrangements are unchanged meantime).

(14)

NEWTON - Additional overhead line equipment associated with the new facing connection in the Down Kirkhill line at Newton West Jn and a new alignment connecting into the Kirkhill lines on the Cathcart side of Newton West Jn, all presently secured out of use, have been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(15)

\* \* BETWEEN GARTCOSH JN AND STEPPS - HEATHFIELD CROSSING

\* AT 98 MILES 620 YARDS - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(13)

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

\* \* NEWBRIDGE JN - Flashing yellow aspects, as described in the Rule Book, \* Section C, clause 3.1.2, have been provided as shown below on the Down E&G line approach to Newbridge Jn.

When Signal EN573 displays a single yellow aspect together with a position 2 junction indicator applying from the Down E&G line to the Down Bathgate line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No.</u>	<u>Aspect Sequence</u>
EN 569	Single flashing yellow
EN 567	Double flashing yellow

Normal aspect sequences have been retained for the Down E&G through route, and the route from the Down E&G to the Down Passenger loop at Newbridge Jn.

(13)

BETWEEN NAIRN AND DALCROSS LC (AHB) - The Up direction permanent speed restriction of 30 mph on the single line between 132m 1750y and 132m 1450y no longer applies.

(14)

STONEHAVEN - The connection from the Up sidings to Up Main has been temporarily secured out of use.

(14)

PRESTON STATION

The Parcels Siding North has been temporarily shortened by 85 yards, and a temporary stop-block provided.

(15)

SCOTRAIL<sup>≠</sup>

NO.14

WEEKLY OPERATING NOTICE

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

SATURDAY 26 JUNE 1993

to

FRIDAY 2 JULY 1993

INCLUSIVE



## SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

ROSEHALL JN - The connection from the Up Carmyle line to the Calder branch has been secured out of use pending removal and all associated signals/signal routes disconnected.

KING EDWARD BRIDGE

The Signal Post Telephone (S.P.T.) for Signal T248 at the South End of K.E.B. on the Down Main Line (Up direction) has been repositioned onto the downside of the Down Main on the bridge parapet adjacent to the signal.

The S.P.T. for Signal T487 at the North end of K.E.B. on the Up Slow Line (Down direction) has been repositioned onto the Up side of the Up Slow on the bridge parapet adjacent to the signal.

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 27 JUNE - NEWTONHILL The Up section signal will be renewed at the same location with the arm lowered to be 12 feet above rail level.

SUNDAY 27 JUNE - BETWEEN OYNE LC (AHB) AND INSCH - BUCHANSTONE CROSSING (25 MILES 810 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

SUNDAY 27 JUNE - BETWEEN ELGIN AND ALVES GF - WARDS CROSSING (7 MILES 1740 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

See Section D of this Notice

DETAILS OF WORK ALREADY CARRIED OUT

MOSSEND UP YARD - Sidings 11 to 25 inclusive have been secured out of use pending removal.

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

- \* \* NEWTON - A new facing connection has been installed on the Down Kirkhill line at Newton West Jn, between Signal M145 and the existing double to single connection, secured out of use, set for movements along the Down Kirkhill line.

(All concerned to note that this is preparatory work associated with reinstatement of double line at Newton West Jn. Existing signalling arrangements are unchanged meantime).

(14)

NEWTON - Additional overhead line equipment associated with the new facing connection in the Down Kirkhill line at Newton West Jn and a new alignment connecting into the Kirkhill lines on the Cathcart side of Newton West Jn, all presently secured out of use, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(15)

COWLAIRS - The connection from the Down Departure line to the Down Passenger Loop, at the Queen Street end, has been secured out of use, set for movements along the Down Passenger loop and ground mounted main aspect signal C27 removed. The Down Departure line has been severed at the Queen Street end, a buffer stop erected and the line redesignated Depot Headshunt.

The position light aspect associated with signals C22 (Up main) and C23 (Down main, Up direction) has been removed.

The application of the undernoted signals has been altered to be :-

Signal	Route Indication where provided	From	Application Towards
C34A	H	Down Sidings	Depot Headshunt
	L	Down Sidings	Down Cowlairs Passenger loop
C34B	H	Carriage Sidings	Depot Headshunt
	L	Carriage Sidings	Down Cowlairs Passenger loop

(16)

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

BETWEEN BARNHILL AND ERROL - Telephones for the use of the public have been provided at the following crossings, and these are available for the use of trainmen in an emergency :-

TOFTHILL CROSSING (15 MILES 1630 YARDS)

(See Section D of this Notice)

PITCOAG CROSSING (14 MILES 460 YARDS)

(Note - The existing trainmen's telephone at 14 miles 460 yards remains).

(16)

BETWEEN LONGFORGAN AND INVERGOWRIE -PILMORE WEST CROSSING (5 MILES 220 YARDS)

Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(16)

\* \* BETWEEN NAIRN AND DALCROSS LC (AHB) - The Up direction permanent speed restriction of 30 mph on the single line between 132m 1750y and 132m 1450y no longer applies.

(14)

\* \* STONEHAVEN - The connection from the Up sidings to Up Main has been temporarily secured out of use.

(14)

PRESTON STATION

The Parcels Siding North has been temporarily shortened by 85 yards, and a temporary stop-block provided.

(15)

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01 JUL 1993

**SCOTRAIL<sup>®</sup>**

**NO.15**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 3 JULY 1993**

**to**

**FRIDAY 9 JULY 1993**

**INCLUSIVE**

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

BETWEEN OYNE LC (AHB) AND INSCH - BUCHANSTONE CROSSING (25 MILES 810 YARDS) -  
Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(17)

BETWEEN ELGIN AND ALVES GF - WARDS CROSSING (7 MILES 1740 YARDS) -  
Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(17)

KING EDWARD BRIDGE

The Signal Post Telephone (S.P.T.) for Signal T248 at the South End of K.E.B. on the Down Main Line (Up direction) has been repositioned onto the downside of the Down Main on the bridge parapet adjacent to the signal.

The S.P.T. for Signal T487 at the North end of K.E.B. on the Up Slow Line (Down direction) has been repositioned onto the Up side of the Up Slow on the bridge parapet adjacent to the signal.

(17)

\* \*PRESTON STATION

\*

The Parcels Siding North has been temporarily shortened by 85 yards, and a temporary stop-block provided.

(15)

-----

## SECTION C

SCOTRAIL<sup>≠</sup>

NO.16

## WEEKLY OPERATING NOTICE

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

SATURDAY 10 JULY 1993

to

FRIDAY 16 JULY 1993

INCLUSIVE

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN DRUMGELLOCH AND HELENSBURGH CENTRAL (VIA SINGER AND YOKER LINES);  
 BETWEEN RUTHERGLEN AND FINNIESTON EAST AND WEST JN'S; ON THE SPRINGBURN,  
 MILNGAVIE AND BALLOCH BRANCHES - The work associated with this item, as advised in  
 WON15, page C1, has been CANCELLED.

(19)

\*\* BETWEEN DYCE AND INVERURIE - BURGH FARM CROSSING (12 MILES 1310 YARDS)

\* The item concerning the provision of telephones for the use of the public at this  
 crossing has been cancelled.

(17)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 11 JULY - HAYMARKET - The ground frame controlled connection from the Up  
 Midcalder line to the Caledonian Distillery siding will be removed.

(19)

SUNDAY 11 JULY - BETWEEN QUEEN ST HIGH LEVEL AND COWLAIRS - A position  
 6 junction route indicator will be provided on Up main signal C22 but will not be brought  
 into use. The application of signal C22 will be unaltered meantime.

(19)

MONDAY 12 JULY - BETWEEN QUEEN ST HIGH LEVEL AND COWLAIRS - A position  
 5 junction route indicator will be provided on Down main (Up direction) signal C23  
 but will not be brought into use. The application of signal C23 will be unaltered  
 meantime.

(19)

TUESDAY 13 JULY - BETWEEN TAIN AND ARDGAY - The permanent speed restriction of

6 <sup>0</sup> 5mph between 51m 930 yards and 51m 880 yards in the Up direction, and 51m 830 yards  
 and 51m 880 yards in the Down direction (associated with Ardvannie No.2 crossing) will  
 No Longer Apply.

(See Section D of this Notice)

(19)

DETAILS OF WORK ALREADY CARRIED OUT

\* \* MOSSEND UP YARD - Sidings 11 to 25 inclusive have been secured out of use pending removal.

(16)

ROSEHALL JN - The connection from the Up Carayle line to the Calder branch has been secured out of use pending removal and all associated signals/signal routes disconnected.

(17)

SIGHTHILL JN - Up Springburn signal S32 has been renewed 52 yards nearer the box, on left of drivers, red aspect 11 feet above rail level on a left hand bracket post. The existing stencil route indicator has been replaced with a theatre type route indicator, applications and indications unaltered. The associated telephone and AWS track equipment have been repositioned accordingly.

The position 4 and 5 junction route indicators associated with Down branch signal S38/44 have been replaced with a theatre type route indicator capable of exhibiting the following indications :-

- "1" - to platform 1
- "2" - to platform 2

(18)

\* \* COWLAIRS - The connection from the Down Departure line to the Down Passenger loop, at the Queen Street end, has been secured out of use, set for movements along the Down Passenger loop and ground mounted main aspect signal C27 removed. The Down Departure line has been severed at the Queen Street end, a buffer stop erected and the line redesignated Depot Headshunt.

The position light aspect associated with signals C22 (Up main) and C23 (Down main, Up direction) has been removed.

The application of the undernoted signals has been altered to be :-

Signal	Route Indication where provided	From	Application Towards
C34A	H	Down Sidings	Depot Headshunt
	L	Down Sidings	Down Cowlairs Passenger loop
C34B	H	Carriage Sidings	Depot Headshunt
	L	Carriage Sidings	Down Cowlairs Passenger loop

(16)

DETAILS OF WORK ALREADY CARRIED OUT - continued

QUEEN STREET (LOW LEVEL) - The 6 car stop marker on Platform 8 (westbound) has been repositioned 6 feet nearer Charing Cross. The 6 car stop marker on Platform 9 (eastbound) has been repositioned 6 feet nearer High Street.

(18)

NEWTONHILL The Up section signal has been renewed at the same location with the arm lowered to be 12 feet above rail level.

(17)

\* \* BETWEEN BARNHILL AND ERROL - Telephones for the use of the public have been provided at the following crossings, and these are available for the use of trainmen in an emergency :-

TOFTHILL CROSSING (15 MILES 1630 YARDS)

(See Section D of this Notice)

PITCOAG CROSSING (14 MILES 460 YARDS)

(Note - The existing trainmen's telephone at 14 miles 460 yards remains).

(16)

\* \* BETWEEN LONGFORGAN AND INVERGOWRIE - PILMORE WEST CROSSING (5 MILES 220 YARDS)

\* Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(16)

BETWEEN DYCE AND INVERURIE - Telephones for the use of the public have been provided at the following crossings, and these are available for the use of trainmen in an emergency :-

TAVELTY CROSSING (13 MILES 1680 YARDS)

FULLERTON CROSSING (14 MILES 1020 YARDS)

(Note - Tavelty crossing was previously incorrectly published as being at 14 miles 1010 yards, and as having a telephone. There are no existing telephones at 14 miles 1010/20 yards. There is an existing trainmen's telephone at 13 miles 1680 yards, which was not previously published, and this remains, in addition to the new telephones provided for Tavelty Crossing).

(See Section D of this Notice)

(Amended) (18)

WON16-C4

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN OYNE LC (AHB) AND INSCH - BUCHANSTONE CROSSING (25 MILES 810 YARDS) -  
Telephones for the use of the public have been provided at this crossing, and these  
are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(17)

BETWEEN ELGIN AND ALVES GF - WARDS CROSSING (7 MILES 1740 YARDS) -  
Telephones for the use of the public have been provided at this crossing, and these  
are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(17)

KING EDWARD BRIDGE

The Signal Post Telephone (S.P.T.) for Signal T248 at the South End of K.E.B.  
on the Down Main Line (Up direction) has been repositioned onto the downside of  
the Down Main on the bridge parapet adjacent to the signal.

The S.P.T. for Signal T487 at the North end of K.E.B. on the Up Slow Line (Down  
direction) has been repositioned onto the Up side of the Up Slow on the bridge  
parapet adjacent to the signal.

(17)

WON16-D1

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

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

TRAIN/SIGNAL BOX RADIO COMMUNICATION  
STRATHCLYDE SUBURBAN ELECTRIC SERVICES

SIGNALMEN/SUPERVISORS WORKING INSTRUCTIONS

APPENDIX B - Area Radio Change Points

Pages 38, 39, 43 - 47

(Refer WON15, page D1)

Channels 31 and 32 remain unaltered. The amendments to channel change numbers are  
CANCELLED.

(10.07.93)

GENERAL INFORMATION AND DRIVERS WORKING INSTRUCTIONS

SECTION C PART C1 - Area Radio Change Points

Pages 37, 38, 42 - 46

(Refer WON15, page D1)

Channels 31 and 32 remain unaltered. The amendments to channel change numbers are  
CANCELLED.

(10.07.93)

WORKING MANUAL FOR RAIL STAFF : BR30054

PART 6 (WHITE PAGES)

SECTION H - 6A LOAD TABLES - "INSTRUCTIONS"

(REFER TO PON11D PAGES 34 AND 35 -  
PRESENTATION ORDER AMENDED NO ALTERATION TO CONTENTS)

LT01 (11) Amend Trains Assistant to read Freight Planning and Performance Manager.  
Telephone number unaltered. Amend Freight Services Manager to read  
Freight Control Manager. Telephone number unaltered.

(PRIVATE and not for publication)

BR31015

*Movements Mgr.  
Ln 323*

**SCOTRAIL** <sup>≠</sup>

**NO.17**

# WEEKLY OPERATING NOTICE

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

**SATURDAY 17 JULY 1993**

to

**FRIDAY 23 JULY 1993**

**INCLUSIVE**

WON17-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN BRIDGETON YARD AND LONDON ROAD DEPOT - The single goods line to London Road Depot has been put out of use and a buffer stop provided 350 yards on the London Road Depot Side of Up direction position light signal G890.

The double-sided notice board worded 'STOP FOR INSTRUCTIONS' located on the Arrival line (adjacent to Up Argyle signal G896) has been removed.

Yard Working arrangements continue to apply on the Bridgeton Yard Arrival line.

(See Section D of this Notice).

(20)

### DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 17 JULY - MONTROSE SOUTH - A telephone with a black and white diagonal striped sign will be provided on the Up section signal and the white diamond sign will be removed.

(20)

SUNDAY 18 JULY - COWLAIRS WEST JN - The connection between No.2 siding and No.3 siding will be temporarily secured out of use, set for movements to or from No.3 siding.

(20)

SUNDAY 18 JULY - SIGHTHILL JN - The position light aspect and associated 'S' stencil route indication on Up Springburn signal S33 will be removed.

The application of signal S33 will, as a result, be altered to be :-

Signal	Aspect	Route indication where provided	Application To or Towards
S33	M	-	C13
	M	W	C13

(20)



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

- \* \* ROSEHALL JN - The connection from the Up Carmyle line to the Calder branch  
\* has been secured out of use pending removal and all associated signals/signal routes disconnected.

(17)

SIGHTHILL JN - Up Springburn signal S32 has been renewed 52 yards nearer the box, on left of drivers, red aspect 11 feet above rail level on a left hand bracket post. The existing stencil route indicator has been replaced with a theatre type route indicator, applications and indications unaltered. The associated telephone and AWS track equipment have been repositioned accordingly.

The position 4 and 5 junction route indicators associated with Down branch signal S38/44 have been replaced with a theatre type route indicator capable of exhibiting the following indications :-

- "1" - to platform 1  
"2" - to platform 2

(18)

HAYMARKET - The ground frame controlled connection from the Up Midcalder line to the Caledonian Distillery siding has been removed.

(19)

BETWEEN QUEEN ST HIGH LEVEL AND COWLAIRS - A position 6 junction route indicator has been provided on Up main signal C22 but has not been brought into use. The application of signal C22 is unaltered meantime.

A position 5 junction route indicator has been provided on Down main (Up direction) signal C23 but has not been brought into use. The application of signal C23 is unaltered meantime.

(19)

- \* \* BETWEEN DRUMGELLOCH AND HELENSBURGH CENTRAL (VIA SINGER AND YOKER LINES); BETWEEN RUTHERGLEN AND FINNIESTON EAST AND WEST JN'S; ON THE SPRINGBURN, MILNGAVIE AND BALLOCH BRANCHES - The work associated with this item, (as advised in WON15, page C1), has been CANCELLED.

(17)

QUEEN STREET (LOW LEVEL) - The 6 car stop marker on Platform 8 (westbound) has been repositioned 6 feet nearer Charing Cross. The 6 car stop marker on Platform 9 (eastbound) has been repositioned 6 feet nearer High Street.

(18)

- \* \* NEWTONHILL The Up section signal has been renewed at the same location with  
\* the arm lowered to be 12 feet above rail level.

(17)

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

BETWEEN DYCE AND INVERURIE - Telephones for the use of the public have been provided at the following crossings, and these are available for the use of trainmen in an emergency :-

TAVELTY CROSSING (13 MILES 1680 YARDS)  
FULLERTON CROSSING (14 MILES 1020 YARDS)

(Note - Tavelty crossing was previously incorrectly published as being at 14 miles 1010 yards, and as having a telephone. There are no existing telephones at 14 miles 1010/20 yards. There is an existing trainmen's telephone at 13 miles 1680 yards, which was not previously published, and this remains, in addition to the new telephones provided for Tavelty Crossing).

(See Section D of this Notice)

(Amended) (18)

- \* \* BETWEEN OYNE LC (AHB) AND INSCH - BUCHANSTONE CROSSING (25 MILES 810 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(17)

- \* \* BETWEEN ELGIN AND ALVES GF - WARDS CROSSING (7 MILES 1740 YARDS) -  
\* Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(17)

BETWEEN TAIN AND ARDGAY - The permanent speed restriction of <sup>0</sup> 5mph between 51m 930 yards and 51m 880 yards in the Up direction, and 51m 830 yards and 51m 880 yards in the Down direction (associated with Ardvanne No.2 crossing) No Longer Applies.

(See Section D of this Notice)

(19)

- \* \* KING EDWARD BRIDGE

\* The Signal Post Telephone (S.P.T.) for Signal T248 at the South End of K.E.B. on the Down Main Line (Up direction) has been repositioned onto the downside of the Down Main on the bridge parapet adjacent to the signal.

The S.P.T. for Signal T487 at the North end of K.E.B. on the Up Slow Line (Down direction) has been repositioned onto the Up side of the Up Slow on the bridge parapet adjacent to the signal.

(17)

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(PRIVATE and not for publication)

BR31015

*Movements Mgr.  
Ln 323*

**SCOTRAIL** <sup>≠</sup>

**NO.17**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 17 JULY 1993**

**to**

**FRIDAY 23 JULY 1993**

**INCLUSIVE**

WON17-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN BRIDGETON YARD AND LONDON ROAD DEPOT - The single goods line to London Road Depot has been put out of use and a buffer stop provided 350 yards on the London Road Depot Side of Up direction position light signal G890.

The double-sided notice board worded 'STOP FOR INSTRUCTIONS' located on the Arrival line (adjacent to Up Argyle signal G896) has been removed.

Yard Working arrangements continue to apply on the Bridgeton Yard Arrival line.

(See Section D of this Notice).

(20)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 17 JULY - MONTROSE SOUTH - A telephone with a black and white diagonal striped sign will be provided on the Up section signal and the white diamond sign will be removed.

(20)

SUNDAY 18 JULY - COWLAIRS WEST JN - The connection between No.2 siding and No.3 siding will be temporarily secured out of use, set for movements to or from No.3 siding.

(20)

SUNDAY 18 JULY - SIGHTHILL JN - The position light aspect and associated 'S' stencil route indication on Up Springburn signal S33 will be removed.

The application of signal S33 will, as a result, be altered to be :-

Signal	Aspect	Route indication where provided	Application To or Towards
S33	M	-	C13
	M	W	C13

(20)

ones  
**SCOTRAIL<sup>≠</sup>**

**NO.18**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 24 JULY 1993**

**to**

**FRIDAY 30 JULY 1993**

**INCLUSIVE**

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 26 JULY - SLATEFORD WORKSHOPS - The headshunt access to which is controlled by position light signal ES963 will be shortened by 109 yards and the buffer stop repositioned accordingly.

(21)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BRIDGETON YARD AND LONDON ROAD DEPOT - The single goods line to London Road Depot has been put out of use and a buffer stop provided 350 yards on the London Road Depot Side of Up direction position light signal G890.

The double-sided notice board worded 'STOP FOR INSTRUCTIONS' located on the Arrival line (adjacent to Up Argyle signal G896) has been removed.

Yard Working arrangements continue to apply on the Bridgeton Yard Arrival line.

(See Section D of this Notice).

(20)

- \* SIGHTHILL JN - Up Springburn signal S32 has been renewed 52 yards nearer the box, on left of drivers, red aspect 11 feet above rail level on a left hand bracket post. The existing stencil route indicator has been replaced with a theatre type route indicator, applications and indications unaltered. The associated telephone and AWS track equipment have been repositioned accordingly.

The position 4 and 5 junction route indicators associated with Down branch signal S38/44 have been replaced with a theatre type route indicator capable of exhibiting the following indications :-

- "1" - to platform 1
- "2" - to platform 2

(18)

SIGHTHILL JN - The position light aspect and associated 'S' stencil route indication on Up Springburn signal S33 has been removed.

The application of signal S33 has, as a result, been altered to be :-

Signal	Aspect	Route Indication where provided	Application To or Towards
S33	M	-	C13
	M	W	C13

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HAYMARKET - The ground frame controlled connection from the Up Midcalder line to the Caledonian Distillery siding has been removed.

(19)

BETWEEN QUEEN ST HIGH LEVEL AND COWLAIRS - A position 6 junction route indicator has been provided on Up main signal C22 but has not been brought into use. The application of signal C22 is unaltered meantime.

A position 5 junction route indicator has been provided on Down main (Up direction) signal C23 but has not been brought into use. The application of signal C23 is unaltered meantime.

(19)

- \* QUEEN STREET (LOW LEVEL) - The 6 car stop marker on Platform 8 (westbound) has been repositioned 6 feet nearer Charing Cross. The 6 car stop marker on Platform 9 (eastbound) has been repositioned 6 feet nearer High Street.

(18)

COWLAIRS WEST JN - The connection between No.2 siding and No.3 siding has been temporarily secured out of use, set for movements to or from No.3 siding.

(20)

- \* BETWEEN DYCE AND INVERURIE - Telephones for the use of the public have been provided at the following crossings, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(Amended) (18)

BETWEEN TAIN AND ARDGAY - The permanent speed restriction of <sup>0</sup> 5mph between 51m 930 yards and 51m 880 yards in the Up direction, and 51m 830 yards and 51m 880 yards in the Down direction (associated with Ardvannie No.2 crossing) No Longer Applies.

(See Section D of this Notice)

(19)

MONTROSE SOUTH - A telephone with a black and white diagonal striped sign has been provided on the Up section signal and the white diamond sign has been removed.

(20)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN DYCE AND INVERURIE - TAVELTY CROSSING (13 MILES 1680 YARDS) - The telephones for the use of the public, as previously advised, have not been provided at this crossing.

The existing trainmen's telephone at 13 miles 1680 yards will remain.

(See Section D of this Notice)

(20)

BETWEEN ALNMOUTH AND CHATHILL - TUGHALL COVERT (CLOSED) FOOTPATH CROSSING AT 45m 32ch - All traces of Tughall Covert Footpath level crossing have been removed, ie stiles, signs and associated Whistle Boards.

(IC/EC) (21)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 JULY - BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new facing connection will be installed on the Up main line, 170 yards after passing signal S33 and secured out of use, set for movements along the Up main, until further notice.

(21)

SUNDAY 25 JULY - MOSSEND UP YARD - Up sidings Nos. 6 to 10 (inclusive) will be put out of use and a buffer stop erected on the connecting line to these sidings.

Up sidings Nos. 1 to 5 (inclusive) will be buffer-ended at the limits of the portions where electrified overhead line equipment is currently provided.

The existing Holding Siding will be redesignated Holding Siding No.1, and the connecting line to the former Nos. 6 to 10 sidings will be redesignated Holding Siding No.2.

(21)

SUNDAY 25 JULY - FORTH BRIDGE - From 09 00 hours, the differential permanent speed restriction of 20/40mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies in either direction on each line), for all traffic (including HST's), will be altered to apply to the right direction only on each line for all traffic (including HST's). A new permanent speed restriction of 20mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies only in wrong direction on each line), will be brought into use for all traffic (including HST's).

(See Section D of this Notice)

(21)

SCOTRAIL 

NO.19

WEEKLY OPERATING NOTICE

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

SATURDAY 31 JULY 1993

to

FRIDAY 6 AUGUST 1993

INCLUSIVE

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

MOSSEND UP YARD - Up sidings Nos. 6 to 10 (inclusive) have been put out of use and a buffer stop erected on the connecting line to these sidings.

Up sidings Nos. 1 to 5 (inclusive) have been buffer-ended at the limits of the portions where electrified overhead line equipment is currently provided and all connections thereto, at the north end of the Up yard, secured out of use pending removal. Access to these sidings is from the south end of the Up yard only.

The existing Holding Siding has been redesignated Holding Siding No. 1, and the connecting line to the former Nos. 6 to 10 sidings has been redesignated Holding Siding No. 2.

(Amended Item) (22)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BRIDGETON YARD AND LONDON ROAD DEPOT - The single goods line to London Road Depot has been put out of use and a buffer stop provided 350 yards on the London Road Depot side of Up direction position light signal G890.

The double-sided notice board worded 'STOP FOR INSTRUCTIONS' located on the Arrival line (adjacent to Up Argyle signal G886) has been removed.

Yard Working arrangements continue to apply on the Bridgeton Yard Arrival line.

(See Section D of this Notice).

(20)

SIGHTHILL JN - The position light aspect and associated 'S' stencil route indication on Up Springburn signal S33 has been removed.

The application of signal S33 has, as a result, been altered to be :-

Signal	Aspect	Route Indication where provided	Application To or Towards
S33	M	-	C13
	M	W	C13

(20)

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

- \*\* HAYMARKET - The ground frame controlled connection from the Up Midcalder
- \* Line to the Caledonian Distillery siding has been removed.

(19)

- \*\* BETWEEN QUEEN ST HIGH LEVEL AND COWLAIRS - A position 6 junction route
- \* indicator has been provided on Up main signal C22 but has not been brought into use. The application of signal C22 is unaltered meantime.

(19)

A position 5 junction route indicator has been provided on Down main (Up direction) signal C23 but has not been brought into use. The application of signal C23 is unaltered meantime.

BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new facing connection has been installed on the Up main line, 170 yards after passing signal S33 and secured out of use, set for movements along the Up main, until further notice.

(21)

COWLAIRS WEST JN - The connection between No.2 siding and No.3 siding has been temporarily secured out of use, set for movements to or from No.3 siding.

(20)

SLATEFORD WORKSHOPS - The headshunt, access to which is controlled by position light signal ES963, has been shortened by 109 yards and the buffer stop repositioned accordingly.

(21)

FORTH BRIDGE - The differential permanent speed restriction of 20/40mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies in either direction on each line), for all traffic (including HST's), has been altered to apply to the right direction only on each line for all traffic (including HST's). A new permanent speed restriction of 20mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies only in wrong direction on each line), has been brought into use for all traffic (including HST's).

(See Section D of this Notice)

(21)

MONTROSE SOUTH - A telephone with a black and white diagonal striped sign has been provided on the Up section signal and the white diamond sign has been removed.

(20)

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

F

BETWEEN DYCE AND INVERURIE - TAVELTY CROSSING (13 MILES 1680 YARDS) - The telephones for the use of the public, as previously advised, have not been provided at this crossing.

The existing trainmen's telephone at 13 miles 1680 yards remains.

(See Section D of this Notice)

(20)

- \*\* BETWEEN TAIN AND ARDGAY - The permanent speed restriction of 5mph between
- \* 51m 930 yards and 51m 880 yards in the Up direction, and 51m 830 yards and 51m 880 yards in the Down direction (associated with Ardvanie No.2 crossing) No Longer Applies.

(See Section D of this Notice)

(19)

BETWEEN ALNMOUTH AND CHATHILL - TUGHALL COVERT (CLOSED) FOOTPATH CROSSING AT 45m 32ch - All traces of Tughall Covert Footpath level crossing have been removed, ie stiles, signs and associated Whistle Boards.

(IC/EC)

(21)

**SCOTRAIL** 

**NO.20**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 7 AUGUST 1993**

**to**

**FRIDAY 13 AUGUST 1993**

**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 8 AUGUST - BETWEEN DRUMGELLOCH AND HELENSBURGH CENTRAL (VIA SINGER AND YOKER LINES) ; BETWEEN RUTHERGLEN AND FINNIESTON EAST AND WEST JN'S ; ON THE SPRINGBURN, MILNGAVIE AND BALLOCH BRANCHES -

From 06 00 hours :-

Radio channel 31 will be altered to be radio channel 71 with the same area of coverage.  
 Radio channel 32 will be altered to be radio channel 72 with the same area of coverage.

Existing channel change boards will be altered to reflect these adjustments.

(23)

MONDAY 9 AUGUST - BETWEEN NEWHAM AND LUCKER C.C.T.V. LEVEL CROSSINGS

From 10 00 hours a new 105mph Permanent Speed Restriction will be implemented between 47m 60ch and 47m 35ch on the Up Main Line, which will entail the following alterations/additions to the Route Signing :-

a 105mph reflectorised Advance Warning Indicator board will be provided at 48m 17ch.

a 105mph reflectorised Permanent Speed Restriction board will be provided at 47m 60ch.

and the 125mph Permanent Speed Restriction board will be moved from the 47m further south to 47m 35ch.

(IC/EC)

(See Section 'D')

(23)

DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN BRIDGETON YARD AND LONDON ROAD DEPOT - The single goods line to London Road Depot has been put out of use and a buffer stop provided 350 yards on the London Road Depot side of Up direction position light signal G890.

The double-sided notice board worded 'STOP FOR INSTRUCTIONS' located on the Arrival line (adjacent to Up Argyle signal G886) has been removed.

Yard Working arrangements continue to apply on the Bridgeton Yard Arrival line.

(See Section D of this Notice).

(20)



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

MOSSEND UP YARD - Up sidings Nos. 6 to 10 (inclusive) have been put out of use and a buffer stop erected on the connecting line to these sidings.

Up sidings Nos. 1 to 5 (inclusive) have been buffer-ended at the limits of the portions where electrified overhead line equipment is currently provided and all connections thereto, at the north end of the Up yard, secured out of use pending removal. Access to these sidings is from the south end of the Up yard only.

The existing Holding Siding has been redesignated Holding Siding No. 1, and the connecting line to the former Nos. 6 to 10 sidings has been redesignated Holding Siding No. 2.

(Amended Item) (22)

- \* \* SIGHTHILL JN - The position light aspect and associated 'S' stencil route
- \* indication on Up Springburn signal S33 has been removed.

The application of signal S33 has, as a result, been altered to be :-

Signal	Aspect	Route Indication where provided	Application To or Towards
S33	M	-	C13
	M	W	C13

(20)

- \* \* COWLAIRS WEST JN - The connection between No.2 siding and No.3 siding has
- \* been temporarily secured out of use, set for movements to or from No.3 siding.

(20)

BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new facing connection has been installed on the Up main line, 170 yards after passing signal S33 and secured out of use, set for movements along the Up main, until further notice.

(21)

SLATEFORD WORKSHOPS - The headshunt, access to which is controlled by position light signal ES963, has been shortened by 109 yards and the buffer stop repositioned accordingly.

(21)

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

FORTH BRIDGE - The differential permanent speed restriction of 20/40mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies in either direction on each line), for all traffic (including HST's), has been altered to apply to the right direction only on each line for all traffic (including HST's). A new permanent speed restriction of 20mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies only in wrong direction on each line), has been brought into use for all traffic (including HST's).

(See Section D of this Notice)

(21)

- \* \* MONTROSE SOUTH - A telephone with a black and white diagonal striped sign has
- \* been provided on the Up section signal and the white diamond sign has been removed.

(20)

- \* \* BETWEEN DYCE AND INVERURIE - TAVELTY CROSSING (13 MILES 1680 YARDS) -
- \* The telephones for the use of the public, as previously advised, have not been provided at this crossing.

The existing trainmen's telephone at 13 miles 1680 yards remains.

(See Section D of this Notice)

(20)

BETWEEN ALNMOUTH AND CHATHILL - TUGHALL COVERT (CLOSED) FOOTPATH CROSSING AT 45m 32ch - All traces of Tughall Covert Footpath level crossing have been removed, ie stiles, signs and associated Whistle Boards.

(IC/EC)

(21)

1  
**SCOTRAIL<sup>≠</sup>**

**NO.21**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 14 AUGUST 1993**

**to**

**FRIDAY 20 AUGUST 1993**

**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 15 AUGUST - BETWEEN WHIFFLET NORTH JN AND RUTHERGLEN EAST JN -  
From 16 00 hours, the MAXIMUM PERMISSIBLE SPEEDS and the permanent speed restrictions on this line of route will be altered.

(See Section D, of this Notice - Sectional Appendix, Table A)

(24)

MONDAY 16 AUGUST - STIRLING UP YARD - Stirling Up Goods Yard will be put out of use and all lines removed, except for the following portions of the former yard lines, which will remain available for use :-

Connecting line to former Weighs siding/goods yard North (adjacent to McGregors Lye).

Buffer stops will be provided, one at the former North Yard end and one adjacent to Stirling Middle box, so as to leave a standage of 87 yards behind the double ground disc exit signal, and 55 yards in advance of this signal (on the line leading towards the former goods yard South).

Connecting line to former goods yard South (adjacent to the Up Siding).

A buffer stop will be provided so as to leave a standage of 55 yards behind the ground disc exit signal for this line (which is located adjacent to the box).

Up Siding

A buffer stop will be provided so as to leave a standage of 55 yards behind the ground disc exit signal for this line (at the box end).

Note No signals or signal routes are affected.

(24)

MONDAY 16 AUGUST - THURSDAY 19 AUGUST - BETWEEN HYNDLAND EAST JN AND DALMUIR PARK JN (VIA YOKER) - To facilitate alterations to the viewing equipment at the undernoted stations, the existing CCTV monitor(s) will be disconnected for the duration of the train service on the date shown. During this period, the platform concerned will be staffed to assist drivers in observance of the provisions of the Rule Book, Section H and the Rule Book, Appendix 4 instructions headed "POWER OPERATED DOORS ON MULTIPLE UNIT TRAINS".

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 16 AUGUST - THURSDAY 19 AUGUST - BETWEEN HYNDLAND EAST JN AND DALMUIR PARK JN (VIA YOKER) - continued

MONDAY 16 AUGUST - YOKER (DOWN PLATFORM)

The following alterations will be carried out :-

the mirrors (2) will be removed;  
an additional monitor will be provided at the 6 car location, 21 yards from top of ramp;  
a new monitor will be provided at the 3 car location, 87 yards from top of ramp.

The viewing equipment, altered as above, will be brought back into use with effect from commencement of service on Tuesday 17 August.

TUESDAY 17 AUGUST - JORDANHILL (UP PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;  
a new 3 car stop marker will be provided 88 yards from top of ramp;  
a new 6 car stop marker will be provided 21 yards from top of ramp;  
the monitors (2) at the 3 car location will be repositioned 14 yards nearer Yoker and a single monitor only will be provided at this location.

The viewing equipment, altered as above, will be brought back into use with effect from commencement of service on Wednesday 18 August.

WEDNESDAY 18 AUGUST - CLYDEBANK (UP PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;  
a new 3 car stop marker will be provided 85 yards from top of ramp (affixed to lighting column);  
a new 6 car stop marker will be provided 18 yards from top of ramp (affixed to lighting column);  
an additional monitor will be provided at the 6 car location.

The viewing equipment, altered as above, will be brought back into use with effect from commencement of service on Thursday 19 August.

THURSDAY 19 AUGUST - DALMUIR (DOWN YOKER PLATFORM - NO.3)

The following alterations will be carried out :-

the existing 3 car stop marker will be removed;  
a new combined 3 and 6 car stop marker will be provided 41 yards from top of ramp;  
the existing monitor will be repositioned 9 yards nearer Clydebank and an additional monitor provided at this location.

The viewing equipment, altered as above, will be brought back into use with effect from commencement of service on Friday 20 August.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 16 AUGUST - THURSDAY 19 AUGUST - BETWEEN HYNDLAND EAST JN AND DALMUIR PARK JN (VIA YOKER) - continued

NOTE - Where a new, or repositioned, stop car marker is displayed at a station during the period that the platform concerned is staffed, drivers of stopping trains must exercise care and bring their trains to a stand at the appropriate marker.

- Drivers must disregard any indications displayed by CCTV monitor(s) during the period that the platform concerned is staffed.

(24)

FRIDAY 20 AUGUST - DALMUIR (DOWN SINGER PLATFORM - NO.1) - To facilitate alterations to the viewing equipment, the existing CCTV monitor will be disconnected for the duration of the train service. During this period, the Down Singer platform (No.1) will be staffed to assist drivers in observance of the provisions of the Rule Book, Section H and the Rule Book, Appendix 4 instructions headed "POWER OPERATED DOORS ON MULTIPLE UNIT TRAINS".

The following alterations will be carried out :-

a new combined 3 and 6 car stop marker will be provided 32 yards from top of ramp; an additional monitor will be provided at the existing CCTV location.

The viewing equipment, altered as above, will be brought back into use with effect from commencement of service on Saturday 21 August.

NOTE - Where the new stop car marker is displayed during the period that the Down Singer platform (No.1) is staffed, drivers of stopping trains must exercise care and bring their trains to a stand at the appropriate marker.

- Drivers must disregard any indications displayed by CCTV monitor(s) during the period that the platform is staffed.

(24)

DETAILS OF WORK ALREADY CARRIED OUT

MOSSEND UP YARD - Up sidings Nos. 6 to 10 (inclusive) have been put out of use and a buffer stop erected on the connecting line to these sidings.

Up sidings Nos. 1 to 5 (inclusive) have been buffer-ended at the limits of the portions where electrified overhead line equipment is currently provided and all connections thereto, at the north end of the Up yard, secured out of use pending removal. Access to these sidings is from the south end of the Up yard only.

The existing Holding Siding has been redesignated Holding Siding No. 1, and the connecting line to the former Nos. 6 to 10 sidings has been redesignated Holding Siding No. 2.

(Amended Item) (22)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* BETWEEN SPRINGBURN STATION AND COWLAIRS WEST JN - A new facing connection  
\* has been installed on the Up main line, 170 yards after passing signal S33 and secured out of use, set for movements along the Up main, until further notice.

(21)

BETWEEN DRUMGELLOCH AND HELENSBURGH CENTRAL (VIA SINGER AND YOKER LINES); BETWEEN RUTHERGLEN AND FINNIESTON EAST AND WEST JN'S ; ON THE SPRINGBURN, MILNGAVIE AND BALLOCH BRANCHES -

Radio channel 31 has been altered to be radio channel 71 with the same area of coverage. Radio channel 32 has been altered to be radio channel 72 with the same area of coverage.

Existing channel change boards have been altered to reflect these adjustments.

(23)

\* \* SLATEFORD WORKSHOPS - The headshunt, access to which is controlled by position light signal ES963, has been shortened by 109 yards and the buffer stop repositioned accordingly.

(21)

\* \* FORTH BRIDGE - The differential permanent speed restriction of 20/40mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies in either direction on each line), for all traffic (including HST's), has been altered to apply to the right direction only on each line for all traffic (including HST's). A new permanent speed restriction of 20mph, Over Forth Bridge, 9 miles 950 yards and 11 miles 450 yards (applies only in wrong direction on each line), has been brought into use for all traffic (including HST's).

(See Section D of this Notice)

(21)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN NEWHAM AND LUCKER C.C.T.V. LEVEL CROSSINGS

A new 105mph Permanent Speed Restriction has been implemented between 47m 60ch and 47m 35ch on the Up Main Line, which has entailed the following alterations/additions to the Route Signing :-

a 105mph reflectorised Advance Warning Indicator board has been provided at 48m 17ch.

a 105mph reflectorised Permanent Speed Restriction board has been provided at 47m 60ch.

and the 125mph Permanent Speed Restriction board has been moved from the 47m 40ch further south to 47m 35ch.

(IC/EC)

(See Section 'D')

(23)

\* \* BETWEEN ALNMOUTH AND CHATHILL - TUGHALL COVERT (CLOSED) FOOTPATH

\* CROSSING AT 45m 32ch -All traces of Tughall Covert Footpath level crossing have been removed, ie stiles, signs and associated Whistle Boards.

(IC/EC)

(21)

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**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 21 AUGUST 1993**

**to**

**FRIDAY 27 AUGUST 1993**

**INCLUSIVE**

WON22-C1

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETTOCK - The main line trailing crossover has been secured out of use until further notice

(24)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22 AUGUST - WEDNESDAY 25 AUGUST - BETWEEN PARTICK AND DRUMRY - To facilitate alterations to the viewing equipment at the undernoted stations, the existing CCTV monitor(s) will be disconnected for the duration of the train service on the date shown. During this period, the platform concerned will be staffed to assist drivers in observance of the provisions of the Rule Book, Section H and the Rule Book, Appendix 4 instructions headed "POWER OPERATED DOORS ON MULTIPLE UNIT TRAINS".

SUNDAY 22 AUGUST - HYNDLAND (DOWN PLATFORM)

The following alterations will be carried out :-

the existing small mirror will be replaced by a medium size mirror (4ft. x 3ft.) at the same location;  
the 3 car stop marker will be repositioned to be 41 yards from the top of ramp.

The viewing equipment, altered as above, will be brought back into use with effect from commencement of service on Monday 23 August.

MONDAY 23 AUGUST - DRUMRY (DOWN PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;  
the existing stop car markers will be removed and a new combined 3 and 6 car stop marker provided 17 yards from top of ramp;  
the existing monitor will be repositioned 19 yards nearer Singer and an additional monitor provided at this location.

The viewing equipment, altered as above, will be brought back into use with effect from commencement of service on Tuesday 24 August.

TUESDAY 24 AUGUST - WESTERTON (UP PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;

SIGNALLING AND PERMANENT

DETAILS OF WORK REFERRED

SUNDAY 22 AUGUST - WEDNESDAY

TUESDAY 24 AUGUST - WEDNESDAY

the existing stop car marker will be provided 2 yards from top of platform

The viewing equipment, altered from commencement of service

WEDNESDAY 25 AUGUST - THURSDAY

The following alterations will be made

the existing stop car marker will be replaced by a new 3 car stop marker will be replaced by a new 6 car stop marker will be replaced by an additional monitor will be replaced by a new monitor will be provided

The viewing equipment, altered from commencement of service

NOTE - Where a new, or replacement, stop car marker is provided, the period that the platform staff will have to exercise care and bring the train to a stop

- Drivers must disregard any signal which is shown during the period that the platform staff are working on the track

MONDAY 23 AUGUST - BETWEEN 08.00 AND 18.00  
restrictions, applying to both directions, will No Longer Apply :-

Down direction - 30mph - between 08.00 and 18.00

Up direction - 5mph - between 08.00 and 18.00

(associated with Rhian Breck)

Down direction - 15mph - between 08.00 and 18.00

Up direction - 5mph - between 08.00 and 18.00

(associated with Acheilidh N)

(See Section D of this Notice)

**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 28 AUGUST 1993**

**to**

**FRIDAY 3 SEPTEMBER 1993**

**INCLUSIVE**



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

BEATTOCK - The main line trailing crossover has been secured out of use until further notice

(24)

BETWEEN COWLAIRS AND SIGHTHILL JN - The Special Notice headed "COWLAIRS/ SIGHTHILL JN - PROVISION OF CHORD LINE", dated September, 1993, has been issued. The work described and illustrated therein has still to be carried out and the commissioning arrangements will be confirmed in the appropriate Weekly Operating Notice.

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 - Page 3

COWLAIRS, SUNDAY 5 SEPTEMBER

Reference in last paragraph to "theatre route indicator" associated with signal C14 should read "stencil route indicator".

COWLAIRS, SUNDAY 3 OCTOBER

Signals C8 and C12 will not be located as published but will be positioned 20 yards nearer Sighthill West Jn.

The diagram is amended accordingly.

Page 4

YOKER SC, SUNDAY 5 SEPTEMBER

This work will now be carried out on Sunday 29 August, as detailed below.

(26)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 28 AUGUST - FRIDAY 3 SEPTEMBER - BETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES) - To facilitate alterations to viewing equipment at the undernoted stations, the existing CCTV monitor(s) will be disconnected for the duration of the train service at each individual station on a daily basis. During this period, the platform concerned will be staffed to assist drivers in observance of the provisions of the Rule Book, Section H and the Rule Book, Appendix 4 instructions headed "POWER OPERATED DOORS ON MULTIPLE UNIT TRAINS".

The work will be carried out progressively throughout this period and arrangements will be made locally for advice to be given for each individual location concerned, on a daily basis, until all work is complete.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SATURDAY 28 AUGUST - FRIDAY 3 SEPTEMBER - BETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES) - continued

THIS SUPERSEDES ALL PREVIOUS ADVICE IN RESPECT OF THIS WORK

The complete list of stations and associated works involved is detailed below :-

YOKER (DOWN PLATFORM)

The following alterations will be carried out :-

the mirrors (2) will be removed;  
an additional monitor will be provided at the 6 car location, 21 yards from top of ramp;  
a new monitor will be provided at the 3 car location, 87 yards from top of ramp.

JORDANHILL (UP PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;  
a new 3 car stop marker will be provided 88 yards from top of ramp;  
a new 6 car stop marker will be provided 21 yards from top of ramp;  
the monitors (2) at the 3 car location will be repositioned 14 yards nearer Yoker and a single monitor only will be provided at this location.

CLYDEBANK (UP PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;  
a new 3 car stop marker will be provided 85 yards from top of ramp (affixed to lighting column);  
a new 6 car stop marker will be provided 18 yards from top of ramp (affixed to lighting column);  
an additional monitor will be provided at the 6 car location.

DALMUIR (DOWN YOKER PLATFORM - NO.3)

The following alterations will be carried out :-

the existing 3 car stop marker will be removed;  
a new combined 3 and 6 car stop marker will be provided 41 yards from top of ramp;  
the existing monitor will be repositioned 9 yards nearer Clydebank and an additional monitor provided at this location.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 28 AUGUST - FRIDAY 3 SEPTEMBER - BETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES) - continued

DALMUIR (DOWN SINGER PLATFORM - NO.1) - The following alterations will be carried out :-

a new combined 3 and 6 car stop marker will be provided 32 yards from top of ramp;  
an additional monitor will be provided at the existing CCTV location.

HYNDLAND (DOWN PLATFORM)

The following alterations will be carried out :-

the existing small mirror will be replaced by a medium size mirror (4ft. x 3ft.) at the same location;  
the 3 car stop marker will be repositioned to be 41 yards from the top of ramp.

DRUMRY (DOWN PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;  
the existing stop car markers will be removed and a new combined 3 and 6 car stop marker provided 17 yards from top of ramp;  
the existing monitor will be repositioned 19 yards nearer Singer and an additional monitor provided at this location.

WESTERTON (UP PLATFORM)

The following alterations will be carried out :-

the mirror will be removed;  
the existing stop car markers will be removed and a new combined 3 and 6 car marker provided 2 yards from top of ramp.

PARTICK (UP PLATFORM)

The following alterations will be carried out :-

the existing stop car markers will be removed;  
a new 3 car stop marker will be provided 70 yards from top of ramp;  
a new 6 car stop marker will be provided 4 yards from top of ramp;

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 28 AUGUST - FRIDAY 3 SEPTEMBER - BETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES) - continuedPARTICK (UP PLATFORM) - continued


an additional monitor will be provided at the 6 car location;  
a new monitor will be provided at the 3 car location, 63 yards from top of ramp.

NOTE - Where a new, or repositioned, stop car marker is displayed at a station during the period that the platform concerned is staffed, drivers of stopping trains must exercise care and bring their trains to a stand at the appropriate marker.

- Drivers must disregard any indications displayed by CCTV monitor(s) during the period that the platform concerned is staffed.

- where a monitor(s) is disconnected at a station to enable the above alterations to be carried out, this will be brought back into use with effect from commencement of service the following day.

(26)

SUNDAY 29 AUGUST - DUKE STREET - A  sign will be provided on Up Springburn signal YS212, application unaltered.

(26)

MONDAY 30 AUGUST - BETWEEN GIRVAN AND BARRHILL - The permanent speed restriction of 45mph in the Up and Down directions between 5m 1250 yards and 6m 770 yards will be Amended to be 40mph in the Up and Down directions between 5m 1250 yards and 5m 1470 yards 45mph in the Up and Down directions between 5m 1470 yards and 6m 770 yards.

In addition, the reference to "Bridge No.22" (associated with the 20mph restriction between 5m 1080 yards and 5m 1250 yards) has been Amended to read "Kinclair viaduct".

(See Section D of this Notice)

(26)

MONDAY 30 AUGUST - TUESDAY 31 AUGUST - BETWEEN INVERNESS AND WICK - During this period, experimental whistle boards will be progressively provided on the approaches to the undernoted accommodation level crossings. All boards will be on left of drivers unless indicated otherwise.

BETWEEN INVERNESS AND MUIR OF ORD - BULLOCKS CROSSING (2 MILES 1600 YARDS) - New experimental whistle boards will be provided 550 yards before reaching the crossing in both Up and Down directions.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 30 AUGUST - TUESDAY 31 AUGUST - BETWEEN INVERNESS AND WICK - continued

BETWEEN LAIRG AND ROGART - ACHEILIDH NO.2 CROSSING (72 MILES 1390 YARDS)  
- New experimental whistle boards will be provided as follows :-

Up direction - 550 yards from crossing  
Down direction - 150 yards from crossing, opposite existing 15mph permanent speed restriction sign, on right of drivers.

BETWEEN ROGART AND BRORA - MACBEATHS CROSSING (89 MILES 520 YARDS) - New experimental whistle boards will be provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN HELMSDALE AND FORSINARD - MARREL CROSSING (102 MILES 860 YARDS)  
- New experimental whistle boards will be provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN GEORGEMAS JN AND WICK - BILBSTER CROSSING (156 MILES 570 YARDS)  
- New experimental whistle boards will be provided 550 yards before reaching the crossing in both Up and Down directions.

(See Section D of this Notice)

(26)

DETAILS OF WORK ALREADY CARRIED OUT

STIRLING UP YARD - Stirling Up Goods Yard has been put out of use and all lines removed, except for the following portions of the former yard lines, which remain available for use :-

Connecting line to former Weighs siding/goods yard North (adjacent to McGregors Lye).

Buffer stops have been provided, one at the former North Yard end and one adjacent to Stirling Middle box, so as to leave a standage of 87 yards behind the double ground disc exit signal, and 55 yards in advance of this signal (on the line leading towards the former goods yard South).

Connecting line to former goods yard South (adjacent to the Up Siding).

A buffer stop has been provided so as to leave a standage of 55 yards behind the ground disc exit signal for this line (which is located adjacent to the box).

Up Siding

A buffer stop has been provided so as to leave a standage of 55 yards behind the ground disc exit signal for this line (at the box end).

Note No signals or signal routes are affected.

(24)

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

BETWEEN DUNBLANE AND GREENLOANING - DRUMALLAN CROSSING (126 MILES 590 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

BETWEEN WHIFFLET NORTH JN AND RUTHERGLEN EAST JN - the MAXIMUM PERMISSIBLE SPEEDS and the permanent speed restrictions on this line of route have been altered.

(See Section D, of this Notice - Sectional Appendix, Table A)

(24)

\* \* BETWEEN DRUMGELLOCH AND HELENSBURGH CENTRAL (VIA SINGER AND YOKER LINES);  
\* BETWEEN RUTHERGLEN AND FINNIESTON EAST AND WEST JN'S ; ON THE SPRINGBURN, MILNGAVIE AND BALLOCH BRANCHES -

Radio channel 31 has been altered to be radio channel 71 with the same area of coverage.

Radio channel 32 has been altered to be radio channel 72 with the same area of coverage.

Existing channel change boards have been altered to reflect these adjustments.

(23)

DUNKELD - A Trainmen's telephone has been provided on the Up platform (at the south end of the station building) in connection with the Rule Book Section H, clause 6.7 instructions.

(See Section D of this Notice)

(25)

BETWEEN DUNKELD AND PITLOCHRY - EASTER DALGUISE NO.2 CROSSING (20 MILES 310 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

BETWEEN LAIRG AND ROGART - The following permanent speed restrictions, applying to both Class 15X Series DMUs and to other than Class 15X Series DMU's, will No Longer Apply :-

Down direction - 30mph - between 68m 120yds and 68m 420yds  
Up direction - 5mph - between 68m 470yds and 68m 420yds

(associated with Rhian Breck crossing at 68m 420yds).

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN LAIRG AND ROGART - continued

Down direction - <sup>0</sup>15mph - between 72m 1240yds and 72m 1390yds

Up direction - <sup>0</sup>5mph - between 72m 1440yds and 72m 1390yds

(associated with Achellidh No.2 crossing at 72m 1390yds).

(See Section D of this Notice)

(25)

BETWEEN CARNOUSTIE AND ARBROATH - BALCATHIE CROSSING (14 MILES 1200 YARDS) -  
Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

\* \* BETWEEN NEWHAM AND LUCKER C.C.T.V. LEVEL CROSSINGS

\*

A new 105mph Permanent Speed Restriction has been implemented between 47m 60ch and 47m 35ch on the Up Main Line, which has entailed the following alterations/additions to the Route Signing :-

a 105mph reflectorised Advance Warning Indicator board has been provided at 48m 17ch.

a 105mph reflectorised Permanent Speed Restriction board has been provided at 47m 60ch.

and the 125mph Permanent Speed Restriction board has been moved from the 47½mp further south to 47m 35ch.

(IC/EC)

(See Section 'D')

(23)

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SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS INSTRUCTIONS - continued\*\* FRIDAY 3 SEPTEMBER - PASSENGER TRAINS OVER GOODS LINES

\*

TRAINS : 2N81 05 27 CARLISLE TO DUMFRIES  
 1S90 06 10 CARLISLE TO GLASGOW CENTRAL  
 2N83 06 47 CARLISLE TO DUMFRIES  
 1S50 06 00 SUNDERLAND TO GLASGOW CENTRAL

LINES : DOWN GOODS CALDEW JN TO KINGMOOR JN.

1. These trains are authorised to travel over the section(s) of goods lines shown above.
2. Speed not to exceed 15 mph subject to strict observance of any lower temporary or permanent speed restriction.
3. The instructions for Working of Passenger Trains over Goods Lines or Goods Loops must be observed.
4. The instructions on page 3.1 of Appendix No.3 to the Rule Book entitled "MOVEMENT OF VEHICLES CONVEYING PASSENGERS OVER POINTS NOT FITTED WITH LOCKING APPARATUS" must be observed. All hand worked points to be clipped, scotched and padlocked, both facing and trailing.
5. All sidings/lines connected to the line on which the train will run which are not equipped with trapping protection must be clear, or any train or vehicles upon them must be at a stand, and, unless a manned locomotive is attached, must be specially examined and secured.
6. Propelling is strictly prohibited. All movements must be driven from the leading cab.

(OD15/54/9323)

(3-9-93)

(23/24)

RULE BOOK - ALTERATIONS AND ADDITIONS NO.5 OPERATIVE FROM 2 OCTOBER, 1993DETAILS OF PAGES RE-ISSUED AND EXPLANATION OF PRINCIPAL CHANGES

Please note that pages M.9 and M.10 have not been re-issued - these were withdrawn from the Supplement immediately prior to production.

Please also note in Section T, additionally, pages T.11 and T.12 have been re-issued (new clause 9.12.3 refers).

SECTION U

Clause 1.1.8 should read 1.1.5

Page U.3

Clause 1.1.8 should read 1.1.5

It is anticipated BRB will issue formal adjustments, where appropriate, in due course.

(18.8.93)

**SCOTRAIL** <sup>≠</sup>

# **NO.24**

## **WEEKLY OPERATING NOTICE**

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

**SATURDAY 4 SEPTEMBER, 1993**

**to**

**FRIDAY 10 SEPTEMBER, 1993  
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 5 SEPTEMBER - BETWEEN COWLAIRS AND SIGHTHILL JN - The work described and illustrated in the Special Notice headed "COWLAIRS/SIGHTHILL JN - PROVISION OF CHORD LINE", dated September 1993, will be introduced for all arrangements headed "Sunday 5 September". 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). Trainmen must retain the Special Notice in their possession until all work described therein has been introduced.

NOTE - Page 3

COWLAIRS, SUNDAY 5 SEPTEMBER

Reference in last paragraph to "theatre route indicator" associated with signal C14 should read "stencil route indicator".

COWLAIRS, SUNDAY 3 OCTOBER

Signals C8 and C12 will not be located as published but will be positioned 20 yards nearer Sighthill West Jn.

The diagram is amended accordingly.

Page 4

YOKER SC, SUNDAY 5 SEPTEMBER

This work has been carried out.

(27)

MONDAY 6 SEPTEMBER - BETWEEN LONGANNET AND CHARLESTOWN JN - An Additional permanent speed restriction of 10 mph in the Up and Down direction will be provided between 10m 1290 yards and 10m 1690 yards.

The route availability between Longannet (East Arrival line) and Charlestown Jn will be raised from R.A.5 to R.A.8. (Note that the route availability between Kincardine and Longannet (East Arrival line) remains at R.A.5).

(See Section D, Sectional Appendix, Table A and Miscellaneous Instructions - of this Notice).

(27)

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

- \* \* BEATTOCK - The main line trailing crossover has been secured out of use  
\* until further notice.

(24)

BETWEEN GIRVAN AND BARRHILL - The permanent speed restriction of 45mph in the Up and Down directions between 5m 1250 yards and 6m 770 yards has been Amended to be 40mph in the Up and Down directions between 5m 1250 yards and 5m 1470 yards 45mph in the Up and Down directions between 5m 1470 yards and 6m 770 yards.

In addition, the reference to "Bridge No.22" (associated with the 20mph restriction between 5m 1080 yards and 5m 1250 yards) has been Amended to read "Kinclair viaduct".

(See Section D of this Notice)

(26)

- \* \* BETWEEN WHIFFLET NORTH JN AND RUTHERGLEN EAST JN - the MAXIMUM PERMISSIBLE SPEEDS and the permanent speed restrictions on this line of route have been altered.

(See Section D, of this Notice - Sectional Appendix, Table A)

(24)

- \* \* STIRLING UP YARD - Stirling Up Goods Yard has been put out of use and all lines removed, except for the following portions of the former yard lines, which remain available for use :-

Connecting line to former Weighs siding/goods yard North (adjacent to McGregors Lye).

Buffer stops have been provided, one at the former North Yard end and one adjacent to Stirling Middle box, so as to leave a standage of 87 yards behind the double ground disc exit signal, and 55 yards in advance of this signal (on the line leading towards the former goods yard South).

Connecting line to former goods yard South (adjacent to the Up Siding).

A buffer stop has been provided so as to leave a standage of 55 yards behind the ground disc exit signal for this line (which is located adjacent to the box).

Up Siding

A buffer stop has been provided so as to leave a standage of 55 yards behind the ground disc exit signal for this line (at the box end).

Note No signals or signal routes are affected.

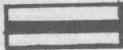
(24)

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

BETWEEN DUNBLANE AND GREENLOANING - DRUMALLAN CROSSING (126 MILES 590 YARDS) -  
Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

DUKE STREET - A  sign has been provided on Up Springburn signal YS212, application unaltered.

(26)

BETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES)

The following alterations to viewing equipment have been carried out :-

YOKER (DOWN PLATFORM)

the mirrors (2) have been removed;  
an additional monitor has been provided at the 6 car location, 21 yards from top of ramp;  
a new monitor has been provided at the 3 car location, 87 yards from top of ramp.

JORDANHILL (UP PLATFORM)

the mirror has been removed;  
a new 3 car stop marker has been provided 88 yards from top of ramp;  
a new 6 car stop marker has been provided 21 yards from top of ramp;  
the monitors (2) at the 3 car location have been repositioned 14 yards nearer Yoker and a single monitor only has been provided at this location.

CLYDEBANK (UP PLATFORM)

the mirror has been removed;  
a new 3 car stop marker has been provided 85 yards from top of ramp (affixed to lighting column);  
a new 6 car stop marker has been provided 18 yards from top of ramp (affixed to lighting column);  
an additional monitor has been provided at the 6 car location.

DALMUIR (DOWN YOKER PLATFORM - NO.3)

the existing 3 car stop marker has been removed;  
a new combined 3 and 6 car stop marker has been provided 41 yards from top of ramp;  
the existing monitor has been repositioned 9 yards nearer Clydebank and an additional monitor provided at this location.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES) - continuedDALMUIR (DOWN SINGER PLATFORM - NO.1)

a new combined 3 and 6 car stop marker has been provided 32 yards from top of ramp;  
an additional monitor has been provided at the existing CCTV location.

HYNDLAND (DOWN PLATFORM)

the existing small mirror has been replaced by a medium size mirror (4ft. x 3ft.) at the same location;  
the 3 car stop marker has been repositioned to be 41 yards from the top of ramp.

DRUMRY (DOWN PLATFORM)

the mirror has been removed;  
the existing stop car markers have been removed and a new combined 3 and 6 car stop marker provided 17 yards from top of ramp;  
the existing monitor has been repositioned 19 yards nearer Singer and an additional monitor provided at this location.

WESTERTON (UP PLATFORM)

the mirror has been removed;  
the existing stop car markers have been removed and a new combined 3 and 6 car marker provided 2 yards from top of ramp.

PARTICK (UP PLATFORM)

the existing stop car markers have been removed;  
a new 3 car stop marker has been provided 70 yards from top of ramp;  
a new 6 car stop marker has been provided 4 yards from top of ramp;  
an additional monitor has been provided at the 6 car location;  
a new monitor has been provided at the 3 car location, 63 yards from top of ramp.

(26)

DUNKELD - A Trainmen's telephone has been provided on the Up platform (at the south end of the station building) in connection with the Rule Book Section H, clause 6.7 instructions.

(See Section D of this Notice)

(25)



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

BETWEEN DUNKELD AND PITLOCHRY - EASTER DALGUISE NO.2 CROSSING (20 MILES 310 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

BETWEEN INVERNESS AND WICK - Experimental whistle boards have been provided on the approaches to the undernoted accommodation level crossings. All boards are on left of drivers unless indicated otherwise.

BETWEEN INVERNESS AND MUIR OF ORD - BULLOCKS CROSSING (2 MILES 1600 YARDS)

- New experimental whistle boards have been provided 550 yards before reaching the crossing in both Up and Down directions.

BETWEEN LAIRG AND ROGART - ACHEILIDH NO.2 CROSSING (72 MILES 1390 YARDS)

- New experimental whistle boards have been provided as follows :-

Up direction - 550 yards from crossing

Down direction - 150 yards from crossing, opposite existing 15mph permanent speed restriction sign, on right of drivers.

BETWEEN ROGART AND BRORA - MACBEATHS CROSSING (89 MILES 520 YARDS) - New

experimental whistle boards have been provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN HELMSDALE AND FORSINARD - MARREL CROSSING (102 MILES 860 YARDS)

- New experimental whistle boards have been provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN GEORGEMAS JN AND WICK - BILBSTER CROSSING (156 MILES 570 YARDS)

- New experimental whistle boards have been provided 550 yards before reaching the crossing in both Up and Down directions.

(See Section D of this Notice)

(26)

BETWEEN CARNOUSTIE AND ARBROATH - BALCATHIE CROSSING (14 MILES 1200 YARDS) -

Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

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

BETWEEN LAIRG AND ROGART - The following permanent speed restrictions, applying to both Class 15X Series DMUs and to other than Class 15X Series DMU's, No Longer

Apply :-

Down direction - 30mph - between 68m 120yds and 68m 420yds

Up direction - 5mph - between 68m 470yds and 68m 420yds

(associated with Rhian Breck crossing at 68m 420yds).

Down direction - 15mph - between 72m 1240yds and 72m 1390yds

Up direction - 5mph - between 72m 1440yds and 72m 1390yds

(associated with Achellidh No.2 crossing at 72m 1390yds).

(See Section D of this Notice)

(25)

**SCOTRAIL<sup>≠</sup>**

**NO.25**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 11 SEPTEMBER, 1993**

**to**

**FRIDAY 17 SEPTEMBER, 1993  
INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

CORKERHILL CSMD - Single-sided notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" have been provided as detailed below on the approaches to the level crossing at the Glasgow end of the depot.

No.3 Reception - on right of drivers, 35 yards from the crossing  
 No.1 and 2 Receptions - on right of drivers proceeding on No.2 Reception  
 (also applies to movements on No.1 Reception),  
 10 yards from the crossing.

(27)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 11 SEPTEMBER - EASTFIELD SIDINGS - Shunting staff will be withdrawn, the sidings becoming permanently unstaffed. Yard Working arrangements will apply.

(28)

MONDAY 13 SEPTEMBER - STRATHCLYDE MANNING ARRANGEMENT - The work described in the Special Notice headed "STRATHCLYDE MANNING ARRANGEMENT - Extension of SMA area of coverage", dated September 1993, will be introduced. Stations and depots with trainmen working through the area concerned on radio equipped electric multiple units not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(28)

TUESDAY 14 SEPTEMBER - BETWEEN DUNNING AND HILTON JN - Telephones for the use of the public will be provided at the following crossings, and these will be available for the use of trainmen in an emergency :-

BROOMBARN CROSSING (146 MILES 680 YARDS)  
 FORGANDENNY FORD CROSSING (147 MILES 860 YARDS)  
 KIRKTON OF MAILER NO.2 CROSSING (148 MILES 1450 YARDS)

(See Section D of this Notice)

(28)

TUESDAY 14 SEPTEMBER - BETWEEN LADYBANK JN AND HILTON JN - EASTFIELD CROSSING (44 MILES 1420 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(28)

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

BETWEEN GIRVAN AND BARRHILL - The permanent speed restriction of 45mph in the Up and Down directions between 5m 1250 yards and 6m 770 yards has been Amended to be 40mph in the Up and Down directions between 5m 1250 yards and 5m 1470 yards 45mph in the Up and Down directions between 5m 1470 yards and 6m 770 yards.

In addition, the reference to "Bridge No.22" (associated with the 20mph restriction between 5m 1080 yards and 5m 1250 yards) has been Amended to read "Kinclair viaduct".

(See Section D of this Notice)

(26)

\* \* BETWEEN DUNBLANE AND GREENLOANING - DRUMALLAN CROSSING (126 MILES \* 590 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

BETWEEN COWLAIRS AND SIGHTHILL JN - The work described and illustrated in the Special Notice headed "COWLAIRS/SIGHTHILL JN - PROVISION OF CHORD LINE", dated September 1993, 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 - (04-52280/52603). Trainmen must retain the Special Notice in their possession until all work described therein has been introduced.

NOTE - Page 3

COWLAIRS, SUNDAY 5 SEPTEMBER

Reference in last paragraph to "theatre route indicator" associated with signal C14 should read "stencil route indicator".

COWLAIRS, SUNDAY 3 OCTOBER

Signals C8 and C12 will not be located as published but will be positioned 20 yards nearer Sighthill West Jn.

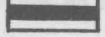
The diagram is amended accordingly.

Page 4

YOKER SC, SUNDAY 5 SEPTEMBER

This work has been carried out.

(27)

DUKE STREET - A  sign has been provided on Up Springburn signal YS212, application unaltered.

(26)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES)

The following alterations to viewing equipment have been carried out :-

YOKER (DOWN PLATFORM)

the mirrors (2) have been removed;  
an additional monitor has been provided at the 6 car location, 21 yards from top of ramp;  
a new monitor has been provided at the 3 car location, 87 yards from top of ramp.

JORDANHILL (UP PLATFORM)

the mirror has been removed;  
a new 3 car stop marker has been provided 88 yards from top of ramp;  
a new 6 car stop marker has been provided 21 yards from top of ramp;  
the monitors (2) at the 3 car location have been repositioned 14 yards nearer Yoker and a single monitor only has been provided at this location.

CLYDEBANK (UP PLATFORM)

the mirror has been removed;  
a new 3 car stop marker has been provided 85 yards from top of ramp (affixed to lighting column);  
a new 6 car stop marker has been provided 18 yards from top of ramp (affixed to lighting column);  
an additional monitor has been provided at the 6 car location.

DALMUIR (DOWN YOKER PLATFORM - NO.3)

the existing 3 car stop marker has been removed;  
a new combined 3 and 6 car stop marker has been provided 41 yards from top of ramp;  
the existing monitor has been repositioned 9 yards nearer Clydebank and an additional monitor provided at this location.

DALMUIR (DOWN SINGER PLATFORM - NO.1)

a new combined 3 and 6 car stop marker has been provided 32 yards from top of ramp;  
an additional monitor has been provided at the existing CCTV location.

HYNDLAND (DOWN PLATFORM)

the existing small mirror has been replaced by a medium size mirror (4ft. x 3ft.) at the same location;  
the 3 car stop marker has been repositioned to be 41 yards from the top of ramp.

DRUMRY (DOWN PLATFORM)

the mirror has been removed;  
the existing stop car markers have been removed and a new combined 3 and 6 car stop marker provided 17 yards from top of ramp;  
the existing monitor has been repositioned 19 yards nearer Singer and an additional monitor provided at this location.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES) - continuedWESTERTON (UP PLATFORM)

the mirror has been removed;  
the existing stop car markers have been removed and a new combined 3 and 6 car marker provided 2 yards from top of ramp.

PARTICK (UP PLATFORM)

the existing stop car markers have been removed;  
a new 3 car stop marker has been provided 70 yards from top of ramp;  
a new 6 car stop marker has been provided 4 yards from top of ramp;  
an additional monitor has been provided at the 6 car location;  
a new monitor has been provided at the 3 car location, 63 yards from top of ramp.

(26)

- \*\* BETWEEN CARNOUSTIE AND ARBROATH - BALCATHIE CROSSING (14 MILES  
\* 1200 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

BETWEEN LONGANNET AND CHARLESTOWN JN - An Additional permanent speed restriction of 10 mph in the Up and Down direction has been provided between 10m 1290 yards and 10m 1690 yards.

The route availability between Longannet (East Arrival line) and Charlestown Jn has been raised from R.A.5 to R.A.8.  
(Note that the route availability between Kincardine and Longannet (East Arrival line) remains at R.A.5).

(See Section D of this Notice)

(27)

- \*\* DUNKELD - A Trainmen's telephone has been provided on the Up platform (at the south end of the station building) in connection with the Rule Book Section H, clause 6.7 instructions.

(See Section D of this Notice)

(25)

- \*\* BETWEEN DUNKELD AND PITLOCHRY - EASTER DALGUISE NO.2 CROSSING (20 MILES  
\* 310 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(25)

BETWEEN INVERNESS AND WICK - Experimental whistle boards have been provided on the approaches to the undernoted accommodation level crossings. All boards are on left of drivers unless indicated otherwise.

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

BETWEEN INVERNESS AND MUIR OF ORD - BULLOCKS CROSSING (2 MILES 1600 YARDS)  
- New experimental whistle boards have been provided 550 yards before reaching the crossing in both Up and Down directions.

BETWEEN LAIRG AND ROGART - ACHEILIDH NO.2 CROSSING (72 MILES 1390 YARDS)  
- New experimental whistle boards have been provided as follows :-

Up direction - 550 yards from crossing  
Down direction - 150 yards from crossing, opposite existing 15mph permanent speed restriction sign, on right of drivers.

BETWEEN ROGART AND BRORA - MACBEATHS CROSSING (89 MILES 520 YARDS) - New experimental whistle boards have been provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN HELMSDALE AND FORSINARD - MARREL CROSSING (102 MILES 860 YARDS)  
- New experimental whistle boards have been provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN GEORGEMAS JN AND WICK - BILBSTER CROSSING (156 MILES 570 YARDS)  
- New experimental whistle boards have been provided 550 yards before reaching the crossing in both Up and Down directions.

(See Section D of this Notice)

(26)

- \*\* BETWEEN LAIRG AND ROGART - The following permanent speed restrictions, applying to both Class 15X Series DMUs and to other than Class 15X Series DMU's, No Longer Apply :-

Down direction - 30mph - between 68m 120yds and 68m 420yds

Up direction - 5mph - between 68m 470yds and 68m 420yds

(associated with Rhian Breck crossing at 68m 420yds).

Up direction - 5mph - between 72m 1440yds and 72m 1390yds

(associated with Acheilidh No.2 crossing at 72m 1390yds).

(See Section D of this Notice)

(25)

The following permanent speed restriction, applying to both Class 15X Series DMUs and to other than Class 15X Series DMU's, has been REINSTATED :-

Down direction - 15mph - between 72m 1240yds and 72m 1390yds

(associated with Acheilidh No.2 crossing at 72m 1390yds).

(Note that only the DOWN direction permanent speed restriction for Acheilidh No.2 has been reinstated.)

**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 18 SEPTEMBER, 1993**

**to**

**FRIDAY 24 SEPTEMBER, 1993  
INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

RUTHERGLEN EAST JN - The main line facing crossover has been secured out of use until further notice.

(28)

MILLERHILL YARD - The signal post telephone associated with signal M56 has been repositioned to be 50 yards before reaching the signal, mid way between the diesel shed line and the departure line nearest the shed.

(28)

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 20 SEPTEMBER - BETWEEN GRETNA JN AND ANNAN - A new station, designated GRETNA GREEN will be opened with a single platform on the Up side of the Dumfries single line at 115 miles 270 yards, platform 122 yards long. 2 and 4 car stop markers will be provided.

(See Section D of this notice)

(29)

TUESDAY 21 SEPTEMBER - CORKERHILL CSD

From 01 00 hours, additional overhead line equipment associated with the new connection No.1 Reception Road to No.4 Departure Road, previously installed and secured out of use, will be made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times, although the connection will remain secured out of use until further notice.

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.

(29)

DETAILS OF WORK ALREADY CARRIED OUT

- \* \* BETWEEN GIRVAN AND BARRHILL - The permanent speed restriction of 45mph in the  
 \* Up and Down directions between 5m 1250 yards and 6m 770 yards has been Amended to be 40mph in the Up and Down directions between 5m 1250 yards and 5m 1470 yards 45mph in the Up and Down directions between 5m 1470 yards and 6m 770 yards.

In addition, the reference to "Bridge No.22" (associated with the 20mph restriction between 5m 1080 yards and 5m 1250 yards) has been Amended to read "Kinclair viaduct".

(See Section D of this Notice)

(26)

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

CORKERHILL CSMD - Single-sided notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" have been provided as detailed below on the approaches to the level crossing at the Glasgow end of the depot.

No.3 Reception - on right of drivers, 35 yards from the crossing  
 No.1 and 2 Receptions - on right of drivers proceeding on No.2 Reception  
 (also applies to movements on No.1 Reception),  
 10 yards from the crossing.

(27)

BETWEEN DUNNING AND HILTON JN - Telephones for the use of the public have been provided at the following crossings, and these are available for the use of trainmen in an emergency :-

BROOMBARNS CROSSING (146 MILES 680 YARDS)  
 FORGANDENNY FORD CROSSING (147 MILES 860 YARDS)  
 KIRKTON OF MAILER NO.2 CROSSING (148 MILES 1450 YARDS)

(See Section D of this Notice)

(28)

EASTFIELD SIDINGS - Shunting staff have been withdrawn and the sidings are permanently unstaffed. Yard Working arrangements apply.

(28)

BETWEEN COWLAIRS AND SIGHTHILL JN - The work described and illustrated in the Special Notice headed "COWLAIRS/SIGHTHILL JN - PROVISION OF CHORD LINE", dated September 1993, 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 - (04-52280/52603). Trainmen must retain the Special Notice in their possession until all work described therein has been introduced.

NOTE - Page 3

COWLAIRS, SUNDAY 5 SEPTEMBER

Reference in last paragraph to "theatre route indicator" associated with signal C14 should read "stencil route indicator".

COWLAIRS, SUNDAY 3 OCTOBER

Signals C8 and C12 will not be located as published but will be positioned 20 yards nearer Sighthill West Jn.

The diagram is amended accordingly.

Page 4

YOKER SC, SUNDAY 5 SEPTEMBER

This work has been carried out.

(27)

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

\* \* DUKE STREET - A sign has been provided on Up Springburn signal YS212,  
 \* application unaltered.

(26)

\* \* BETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES)

\*

The following alterations to viewing equipment have been carried out :-

YOKER (DOWN PLATFORM)

the mirrors (2) have been removed;  
 an additional monitor has been provided at the 6 car location, 21 yards from top of ramp;  
 a new monitor has been provided at the 3 car location, 87 yards from top of ramp.

JORDANHILL (UP PLATFORM)

the mirror has been removed;  
 a new 3 car stop marker has been provided 88 yards from top of ramp;  
 a new 6 car stop marker has been provided 21 yards from top of ramp;  
 the monitors (2) at the 3 car location have been repositioned 14 yards nearer Yoker and a single monitor only has been provided at this location.

CLYDEBANK (UP PLATFORM)

the mirror has been removed;  
 a new 3 car stop marker has been provided 85 yards from top of ramp (affixed to lighting column);  
 a new 6 car stop marker has been provided 18 yards from top of ramp (affixed to lighting column);  
 an additional monitor has been provided at the 6 car location.

DALMUIR (DOWN YOKER PLATFORM - NO.3)

the existing 3 car stop marker has been removed;  
 a new combined 3 and 6 car stop marker has been provided 41 yards from top of ramp;  
 the existing monitor has been repositioned 9 yards nearer Clydebank and an additional monitor provided at this location.

DALMUIR (DOWN SINGER PLATFORM - NO.1)

a new combined 3 and 6 car stop marker has been provided 32 yards from top of ramp;  
 an additional monitor has been provided at the existing CCTV location.

HYNDLAND (DOWN PLATFORM)

the existing small mirror has been replaced by a medium size mirror (4ft. x 3ft.) at the same location;  
 the 3 car stop marker has been repositioned to be 41 yards from the top of ramp.



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\*\* BETWEEN PARTICK AND DALMUIR (VIA SINGER AND YOKER LINES) - continued

\*

DRUMRY (DOWN PLATFORM)

the mirror has been removed;  
the existing stop car markers have been removed and a new combined 3 and 6 car stop marker provided 17 yards from top of ramp;  
the existing monitor has been repositioned 19 yards nearer Singer and an additional monitor provided at this location.

WESTERTON (UP PLATFORM)

the mirror has been removed;  
the existing stop car markers have been removed and a new combined 3 and 6 car marker provided 2 yards from top of ramp.

PARTICK (UP PLATFORM)

the existing stop car markers have been removed;  
a new 3 car stop marker has been provided 70 yards from top of ramp;  
a new 6 car stop marker has been provided 4 yards from top of ramp;  
an additional monitor has been provided at the 6 car location;  
a new monitor has been provided at the 3 car location, 63 yards from top of ramp. (26)

BETWEEN LONGANNET AND CHARLESTOWN JN - An Additional permanent speed restriction of 10 mph in the Up and Down direction has been provided between 10m 1290 yards and 10m 1690 yards.

The route availability between Longannet (East Arrival line) and Charlestown Jn has been raised from R.A.5 to R.A.8.  
(Note that the route availability between Kincardine and Longannet (East Arrival line) remains at R.A.5).

(See Section D of this Notice)

(27)

BETWEEN LADYBANK JN AND HILTON JN - EASTFIELD CROSSING (44 MILES 1420 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(28)

\*\* BETWEEN INVERNESS AND WICK - Experimental whistle boards have been provided on the approaches to the undernoted accommodation level crossings. All boards are on left of drivers unless indicated otherwise.

BETWEEN INVERNESS AND MUIR OF ORD - BULLOCKS CROSSING (2 MILES 1600 YARDS) - New experimental whistle boards have been provided 550 yards before reaching the crossing in both Up and Down directions.

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

BETWEEN LAIRG AND ROGART - ACHEILIDH NO.2 CROSSING (72 MILES 1390 YARDS) - New experimental whistle boards have been provided as follows :-

Up direction - 550 yards from crossing  
Down direction - 150 yards from crossing, opposite existing 15mph permanent speed restriction sign, on right of drivers.

BETWEEN ROGART AND BRORA - MACBEATHS CROSSING (89 MILES 520 YARDS) - New experimental whistle boards have been provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN HELMSDALE AND FORSINARD - MARREL CROSSING (102 MILES 860 YARDS) - New experimental whistle boards have been provided 440 yards before reaching the crossing in both Up and Down directions.

BETWEEN GEORGEMAS JN AND WICK - BILBSTER CROSSING (156 MILES 570 YARDS) - New experimental whistle boards have been provided 550 yards before reaching the crossing in both Up and Down directions.

(See Section D of this Notice)

(26)

\*\* BETWEEN LAIRG AND ROGART - The following permanent speed restriction, applying to both Class 15X Series DMUs and to other than Class 15X Series DMU's, has been REINSTATED :-

Down direction - 15mph - between 72m 1240yds and 72m 1390yds

(associated with Acheilidh No.2 crossing at 72m 1390yds).

(Note that only the DOWN direction permanent speed restriction for Acheilidh No.2 has been reinstated).

(27)

STRATHCLYDE MANNING ARRANGEMENT - The work described in the Special Notice headed "STRATHCLYDE MANNING ARRANGEMENT - Extension of SMA area of coverage", dated September 1993, has been introduced. Stations and depots with trainmen working through the area concerned on radio equipped electric multiple units not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(28)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - FORMER LONDON MIDLAND REGION (NORTHERN SECTION) - continued

PAGE D13

CARLISLE

ADD

## CARLISLE STATION - STEAM HAULED TRAINS

The following method of working must be applied whenever it is necessary to attach or detach the locomotive of a steam-hauled passenger or ECS train, including those occasions when a reversal of direction will take place. This method of working does not replace the provisions of the Rule Book and Rule Book Appendices Nos. 2, 6 and 7 which must be strictly observed.

1. Whenever it is anticipated that crowds on platforms will impede the observance of these instructions, the Duty Manager must arrange for barriers to be provided to create a safe working area.
2. The attaching/detaching of the locomotive must be under the control of one Shunter for the entire operation with any one train. Assistance must not be given by other employees, or by private owners' representatives. Whenever possible all communications between the Shunter and Driver must be direct, with handsignals being exchanged on the Driver's side of the locomotive. If it is necessary for handsignals to be given from the opposite side to the Driver, then a competent person must relay these between the Shunter and Driver.
3. The Duty Manager must ensure that the train has been secured by handbrakes, and then instruct the Shunter to commence the locomotive change.
4. The Shunter must detach the incoming locomotive (and support coach where provided), leaving the air brake pipe cock open or the vacuum brake pipe off the dummy coupling of the leading vehicle. Whenever practicable buck-eye couplers must be uncoupled from the non-platform side of the train. However, if it is necessary to carry out this task from the platform side, then the Shunter must stand on the platform whilst any easing up takes place, and must only stand between the buffers and platform for the purpose of operating the uncoupling chain.
5. The Shunter must then attach the forward locomotive (and support coach where provided) and instruct the Driver to leave the automatic brake valve or brake controller in EMERGENCY until the braking system on the train vehicles has been changed from vacuum to air or vice versa.
6. The Shunter must then release the brakes by pulling the appropriate release cords/rods, after which the air brake pipe cock must be closed or the vacuum brake pipe placed on the dummy coupling, and the Driver advised that the changeover of the braking system has been completed.
7. After the brake changeover has been completed, the Duty Manager must ensure that the handbrakes are released, following which a satisfactory brake continuity test must be carried out.

(OD16) (11/09/93)

**SCOTRAIL<sup>≠</sup>**

**NO.27**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 25 SEPTEMBER, 1993**

**to**

**FRIDAY 1 OCTOBER, 1993  
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 26 SEPTEMBER - BETWEEN COWLAIRS WEST JN AND KNIGHTSWOOD NORTH JN -  
 A new MAXIMUM PERMISSIBLE SPEED of 15 MPH will be brought into use on both lines BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS. The existing MAXIMUM PERMISSIBLE SPEED of 60 MPH on both lines, throughout, will be altered to be 60 MPH BETWEEN 8 MILES 150 YARDS AND KNIGHTSWOOD NORTH JN.

A new advance warning indicator for the MAXIMUM PERMISSIBLE SPEED of 15 MPH BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS will be provided on the Up line, 100 yards on the approach side of OB No.3, on left of drivers, together with associated AWS track equipment.

The existing permanent speed restriction of 20 mph, Over curve and through North Jn, 8 miles 510 yards and 8 miles 150 yards will no longer apply and the associated advance warning indicator on the Up line will be removed.

(See Section D of this Notice)

(30)

SUNDAY 26 SEPTEMBER - BETWEEN COWLAIRS EAST JN AND COWLAIRS NORTH JN - The existing MAXIMUM PERMISSIBLE SPEED of 20 MPH will be altered to 15 MPH.

The existing permanent speed restriction of 20 mph, Through Jn; at Cowlairs North Jn, will be altered to 15 mph.

(See Section D of this Notice)

(30)

MONDAY 27 SEPTEMBER - BETWEEN TEBAY NORTH AND HARRISONS SIDINGS - A sign worded "Shap Crossover" will be erected at Shap Summit G.F. at 37m 68ch on the Up side of the line.

A sign worded "Hardendale Crossover" will be erected on the Up side of the line at 39m 09ch.

(OP4/RA/W.6832)

(30)

THURSDAY 30 SEPTEMBER - BETWEEN MOSSEND YARD AND WHIFFLET SOUTH JN - A four car stop marker will be provided on the Up Coatbridge line, 120 yards on the Mossend Yard side of Up Coatbridge (Down direction) position light signal M301, on left of drivers of Up direction trains.

(30)

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

FRIDAY 1 OCTOBER - BETWEEN LANGLOAN JN AND RUTHERGLEN EAST JN - New stations, each with side platforms, will be opened on the Up and Down Carmyle lines as follows :-

Station Designation	Mileage	Platform length (in Yards)	
		Up	Down
KIRKWOOD	6 miles 100 yards	112	120
BARGEDDIE	5 miles 40 yards	120	120
BAILLIESTON	3 miles 640 yards	120	120
MOUNT VERNON	2 miles 1070 yards	120	120
CARMYLE	1 mile 930 yards	120	120

2 and 4 car stop markers will be provided on each platform, at each station.

(See Section D of this Notice)

(30)

DETAILS OF WORK ALREADY CARRIED OUT

RUTHERGLEN EAST JN - The main line facing crossover has been secured out of use until further notice.

(28)

BETWEEN GREYNA JN AND ANNAN - A new station, designated GREYNA GREEN has been opened with a single platform on the Up side of the Dumfries single line at 115 miles 270 yards, platform 122 yards long. 2 and 4 car stop markers have been provided.

(See Section D of this notice)

(29)

CORKERHILL CSMD - Additional overhead line equipment associated with the new connection No.1 Reception Road to No.4 Departure Road, previously installed and secured out of use, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times, although the connection remains secured out of use until further notice.

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.

(29)

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

\* \* CORKERHILL CSMD - Single-sided notice boards worded "STOP - WHISTLE BEFORE \* PROCEEDING" have been provided as detailed below on the approaches to the level crossing at the Glasgow end of the depot.

No.3 Reception - on right of drivers, 35 yards from the crossing  
No.1 and 2 Receptions - on right of drivers proceeding on No.2 Reception (also applies to movements on No.1 Reception), 10 yards from the crossing.

(27)

BETWEEN DUNNING AND HILTON JN - Telephones for the use of the public have been provided at the following crossings, and these are available for the use of trainmen in an emergency :-

BROOMBARN CROSSING (146 MILES 680 YARDS)  
FORGANDENNY FORD CROSSING (147 MILES 860 YARDS)  
KIRKTON OF MAILER NO.2 CROSSING (148 MILES 1450 YARDS)

(See Section D of this Notice)

(28)

EASTFIELD SIDINGS - Shunting staff have been withdrawn and the sidings are permanently unstaffed. Yard Working arrangements apply.

(28)

\* \* BETWEEN COWLAIRS AND SIGHTHILL JN - The work described and illustrated in the \* Special Notice headed "COWLAIRS/SIGHTHILL JN - PROVISION OF CHORD LINE", dated September 1993, 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 - (04-52280/52603). Trainmen must retain the Special Notice in their possession until all work described therein has been introduced.

NOTE - Page 3

COWLAIRS, SUNDAY 5 SEPTEMBER

Reference in last paragraph to "theatre route indicator" associated with signal C14 should read "stencil route indicator".

COWLAIRS, SUNDAY 3 OCTOBER

Signals C8 and C12 will not be located as published but will be positioned 20 yards nearer Sighthill West Jn.

The diagram is amended accordingly.

(27)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* BETWEEN COWLAIRS AND SIGHTHILL JN - continued

\*

STRATHCLYDE MANNING ARRANGEMENT - The work described in the Special Notice headed "STRATHCLYDE MANNING ARRANGEMENT - Extension of SMA area of coverage", dated September 1993, has been introduced. Stations and depots with trainmen working through the area concerned on radio equipped electric multiple units not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).

(28)

MILLERHILL YARD - The signal post telephone associated with signal M56 has been repositioned to be 50 yards before reaching the signal, mid way between the diesel shed line and the departure line nearest the shed.

(28)

\* \* BETWEEN LONGANNET AND CHARLESTOWN JN - An Additional permanent speed restriction of 10 mph in the Up and Down direction has been provided between 10m 1290 yards and 10m 1690 yards.

The route availability between Longannet (East Arrival line) and Charlestown Jn has been raised from R.A.5 to R.A.8.  
(Note that the route availability between Kincardine and Longannet (East Arrival line) remains at R.A.5).

(See Section D of this Notice)

(27)

BETWEEN LADYBANK JN AND HILTON JN - EASTFIELD CROSSING

(44 MILES 1420 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(28)

\* \* BETWEEN LAIRG AND ROGART - The following permanent speed restriction, applying to both Class 15X Series DMUs and to other than Class 15X Series DMU's, has been REINSTATED :-

Ø

Down direction - 15mph - between 72m 1240yds and 72m 1390yds

(associated with Acheilidh No.2 crossing at 72m 1390yds).

(Note that only the DOWN direction permanent speed restriction for Acheilidh No.2 has been reinstated).

(27)

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**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 2 OCTOBER, 1993**

**to**

**FRIDAY 8 OCTOBER, 1993  
INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

CHATHILL - The Civil Engineer's siding, connection from the Up main line at 45 miles 65 chains, has been brought back into use.

(This supersedes the entry in PON28D, page 178)

(31)

DETAILS OF WORK REFERRED TO IN SECTION B

FRIDAY 8 OCTOBER - BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones will be provided at the 60½ milepost and at 68 miles 680 yards.

(See Section D of this Notice)

(31)

FRIDAY 8 OCTOBER - BETWEEN KINCRAIG AND AVIEMORE - A lineside telephone will be provided at the 80 milepost.

(See Section D of this Notice)

(31)

FRIDAY 8 OCTOBER - BETWEEN SLOCHD AND TOMATIN - A lineside telephone will be provided at the 97¾ milepost.

(See Section D of this Notice)

(31)

DETAILS OF WORK ALREADY CARRIED OUT

- \* \* RUTHERGLEN EAST JN - The main line facing crossover has been secured out of use until further notice.

(28)

BETWEEN GRETNA JN AND ANNAN - A new station, designated GRETNA GREEN has been opened with a single platform on the Up side of the Dumfries single line at 115 miles 270 yards, platform 122 yards long. 2 and 4 car stop markers have been provided.

(See Section D of this notice)

(29)

CORKERHILL CSMD - Additional overhead line equipment associated with the new connection No.1 Reception Road to No.4 Departure Road, previously installed and secured out of use, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times, although the connection remains secured out of use until further notice.



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

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.

(29)

BETWEEN MOSSEND YARD AND WHIFFLET SOUTH JN - A four car stop marker has been provided on the Up Coatbridge line, 120 yards on the Mossend Yard side of Up Coatbridge (Down direction) position light signal M301, on left of drivers of Up direction trains.

(30)

**\*\* BETWEEN DUNNING AND HILTON JN** - Telephones for the use of the public  
\* have been provided at the following crossings, and these are available for the use of trainmen in an emergency :-

BROOMBARN CROSSING (146 MILES 680 YARDS)  
FORGANDENNY FORD CROSSING (147 MILES 860 YARDS)  
KIRKTON OF MAILER NO.2 CROSSING (148 MILES 1450 YARDS)

(See Section D of this Notice)

(28)

BETWEEN LANGLOAN JN AND RUTHERGLEN EAST JN - New stations, each with side platforms, have been opened on the Up and Down Carmyle lines as follows :-

Station Designation	Mileage	Platform length (in Yards)	
		Up	Down
KIRKWOOD	6 miles 100 yards	112	120
BARGEDDIE	5 miles 40 yards	120	120
BAILLIESTON	3 miles 640 yards	120	120
MOUNT VERNON	2 miles 1070 yards	120	120
CARMYLE	1 mile 930 yards	120	120

2 and 4 car stop markers have been provided on each platform, at each station.

(See Section D of this Notice)

(30)

**\*\* EASTFIELD SIDINGS** - Shunting staff have been withdrawn and the sidings are  
\* permanently unstaffed. Yard Working arrangements apply.

(28)

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

**\*\* STRATHCLYDE MANNING ARRANGEMENT** - The work described in the Special Notice  
\* headed "STRATHCLYDE MANNING ARRANGEMENT - Extension of SMA area of coverage", dated September 1993, has been introduced. Stations and depots with trainmen working through the area concerned on radio equipped electric multiple units not having received the Special Notice must advise the Operations Manager, ScotRail by telephone (04-52280/52603).  
(28)

BETWEEN COWLAIRS WEST JN AND KNIGHTSWOOD NORTH JN - A new MAXIMUM PERMISSIBLE SPEED of 15 MPH has been brought into use on both lines BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS. The MAXIMUM PERMISSIBLE SPEED of 60 MPH on both lines, throughout, has been altered to 60 MPH BETWEEN 8 MILES 150 YARDS AND KNIGHTSWOOD NORTH JN.

A new advance warning indicator for the MAXIMUM PERMISSIBLE SPEED of 15 MPH BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS has been provided on the Up line, 100 yards on the approach side of OB No.3, on left of drivers, together with associated AWS track equipment.

The permanent speed restriction of 20 mph, Over curve and through North Jn, 8 miles 510 yards and 8 miles 150 yards no longer applies and the associated advance warning indicator on the Up line has been removed.

(See Section D of this Notice)

(30)

BETWEEN COWLAIRS EAST JN AND COWLAIRS NORTH JN - The MAXIMUM PERMISSIBLE SPEED of 20 MPH has been altered to 15 MPH.

The permanent speed restriction of 20 mph, Through Jn; at Cowlairs North Jn, has been altered to 15 mph.

(See Section D of this Notice)

(30)

**\*\* MILLERHILL YARD** - The signal post telephone associated with signal M56  
\* has been repositioned to be 50 yards before reaching the signal, mid way between the diesel shed line and the departure line nearest the shed.

(28)

**\*\* BETWEEN LADYBANK JN AND HILTON JN - EASTFIELD CROSSING**  
\* (44 MILES 1420 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(28)

BETWEEN TEBAY NORTH AND HARRISONS SIDINGS - A sign worded "Shap Crossover" has been erected at Shap Summit G.F. at 37m 68ch on the Up side of the line. A sign worded "Hardendale Crossover" has been erected on the Up side of the line at 39m 09ch.

(OP4/RA/W.6832)

(30)

**SCOTRAIL<sup>≠</sup>**

**NO.29**

**WEEKLY OPERATING NOTICE**

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

**SATURDAY 9 OCTOBER, 1993**

**to**

**FRIDAY 15 OCTOBER, 1993  
INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

RUTHERGLEN EAST JN - The main line facing crossover, previously secured out of use, has been reinstated.

(32)

COWLAIRS - The work described and illustrated in the Special Notice headed "COWLAIRS/ SIGHILL JN - PROVISION OF CHORD LINE", dated September 1993, in respect of the reinstatement of siding arrangements at Cowlairs West Jn, has been introduced.

NOTE - Page 3

SIGNALLING ALTERATIONSCOWLAIRS - SUNDAY 3 OCTOBER

The first paragraph of this item is AMENDED to read :-

Signal C8, at the exit from No.2 Siding, will be renewed as a ground position light signal, located opposite existing signal C7B (No.3 siding), application as detailed on the accompanying diagram.

(32)

DETAILS OF WORK REFERRED TO IN SECTION B

N11.

DETAILS OF WORK ALREADY CARRIED OUT

- \* \* BETWEEN GRETNA JN AND ANNAN - A new station, designated GRETNA GREEN has been opened with a single platform on the Up side of the Dumfries single line at 115 miles 270 yards, platform 122 yards long. 2 and 4 car stop markers have been provided.

(See Section D of this notice)

(29)

- \* \* CORKERHILL CSMD - Additional overhead line equipment associated with the new connection No.1 Reception Road to No.4 Departure Road, previously installed and secured out of use, has been made ALIVE at high voltage (25,000 volts) and must be regarded as being ALIVE at all times, although the connection remains secured out of use until further notice.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* CORKERHILL CSMD - continued

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 CAR FLOOR LEVEL OF LOCOMOTIVES OR MULTIPLE-UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(29)

BETWEEN MOSSEND YARD AND WHIFFLET SOUTH JN - A four car stop marker has been provided on the Up Coabridge line, 120 yards on the Mossend Yard side of Up Coabridge (Down direction) position light signal M301, on left of drivers of Up direction trains.

(30)

BETWEEN LANGLOAN JN AND RUTHERGLEN EAST JN - New stations, each with side platforms, have been opened on the Up and Down Garmyle lines as follows :-

Station Designation	Mileage	Platform length (In Yards)	
		Up	Down
KIRKWOOD	6 miles	100 yards	112
BARGEDDIE	5 miles	40 yards	120
BAILLIESTON	3 miles	640 yards	120
MOUNT VERNON	2 miles	1070 yards	120
CARMYLE	1 mile	930 yards	120

2 and 4 car stop markers have been provided on each platform, at each station.

(See Section D of this Notice)

(30)

BETWEEN COWLAIRS WEST JN AND KNIGHTSWOOD NORTH JN - A new MAXIMUM PERMISSIBLE SPEED of 15 MPH has been brought into use on both lines BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS. The MAXIMUM PERMISSIBLE SPEED of 60 MPH on both lines, throughout, has been altered to 60 MPH BETWEEN 8 MILES 150 YARDS AND KNIGHTSWOOD NORTH JN.

A new advance warning indicator for the MAXIMUM PERMISSIBLE SPEED of 15 MPH BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS has been provided on the Up line, 100 yards on the approach side of OB No.3, on left of drivers, together with associated AWS track equipment.

The permanent speed restriction of 20 mph, Over curve and through North Jn, 8 miles 510 yards and 8 miles 150 yards no longer applies and the associated advance warning indicator on the Up line has been removed.

(See Section D of this Notice)

(30)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN COWLAIRS EAST JN AND COWLAIRS NORTH JN - The MAXIMUM PERMISSIBLE SPEED of 20 MPH has been altered to 15 MPH.

The permanent speed restriction of 20 mph, Through Jn; at Cowlairs North Jn, has been altered to 15 mph.

(See Section D of this Notice)

(30)

BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones have been provided at the 60% milepost and at 68 miles 680 yards.

(See Section D of this Notice)

(31)

BETWEEN KINCRAIG AND AVIEMORE - A lineside telephone has been provided at the 80 milepost.

(See Section D of this Notice)

(31)

BETWEEN SLOCHD AND TOMATIN - A lineside telephone has been provided at the 97% milepost.

(See Section D of this Notice)

(31)

CHATHILL - The Civil Engineer's siding, connection from the Up main line at 45 miles 65 chains, has been brought back into use.

(This supersedes the entry in PON280, page 178)

(31)

BETWEEN TEBAY NORTH AND HARRISONS SIDINGS - A sign worded "Shap Crossover" has been erected at Shap Summit G.F. at 37m 68ch on the Up side of the line. A sign worded "Hardendale Crossover" has been erected on the Up side of the line at 39m 09ch.

(OP4/RA/W.6832)

(30)

.....

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS

Page 38

MOSSEND YARD

Add :-

Distillers MG Limited siding - Before a movement is permitted from Mossend Down and, the person in charge at Mossend Down yard must obtain an assurance from the firm's representative that the stop block has been removed clear of the line and the gates opened. The Rule Book, Section J, clause 4.2.3 is modified accordingly.

(2/10/93)

Page 69

COCKENZIE POWER STATION

Add to end of clause (c) :-

NOTE Traincrew MUST carry out a thorough external examination of the locomotive after discharging has been completed to ensure that no damage has been sustained.

This examination must be done immediately after the train is clear of the discharge house. Should any damage have been sustained, Operations Control must be advised by the most expedient means.

(2/10/93)

Pages 88 and 89

WESTFIELD OPENCAST RAPID LOADING SIDING

Delete all instructions under this heading.

Add:-

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.

Approximately 60 metres on the loading pad side of the weighbridge is a structure which spans the loading line and upon which a moveable spreader bar arrangement is mounted for the purpose of ensuring an even level of coal is maintained in each wagon after loading. The spreader bar will only be brought into use during the loading of CANOPIED MGR WAGONS. The normal position of the spreader bar is in the raised position and when lowered, an associated double sided notice board, facing toward both Thornton and the loading pad will be displayed indicating "STOP".

Operation of the spreader bar is under control of the Spreader Bar Operator who is responsible for lowering and raising as required.

Drivers of arriving trains must stop at the weighbridge and not proceed toward the loading pad unless the spreader bar is in the raised position and the "STOP" board is in the horizontal position and no longer visible. In the event the "STOP" board is displayed or becomes imperfectly displayed, Driver's must not permit their locomotive to pass beneath the spreader bar until it has been confirmed the spreader bar is in the fully raised position and locked.

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPages 88 and 89 WESTFIELD OPENCAST RAPID LOADING SIDING - continued

Radio equipment supplied by British Coal will be used to control movement of trains during loading and Drivers of trains arriving at Westfield, having previously obtained the radio handset at Thornton Yard, will require to stop at the weighbridge where an initial test transmission with the Disposal Point Operator should be made and which must be preceded by the words "BRITISH RAIL DRIVER TO DISPOSAL POINT OPERATOR" and which will be acknowledged. STRICT RADIO DISCIPLINE MUST BE MAINTAINED.

The Disposal Point Operator will be responsible for all aspects of train loading and movements on behalf of British Coal.

Trains will then run forward on the loading line and Drivers will be requested to stop by the Disposal Point 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.

Movement of the train over the loading pad will require the Disposal Point Operator to instruct the Driver to STOP or START as required and will not require to be acknowledged by the Driver.

The Disposal Point Operator will advise the Driver when movement may commence from the loading pad.

When trains comprising CANOPIED MGR WAGONS are being loaded, the spreader bar must be brought into use and at such point during the loading process when the locomotive has passed beyond the spreader bar, the Trainman (Guard) must indicate to the Driver to STOP with the train in such a position when the spreader bar is between the locomotive and the leading edge of the first wagon. The Trainman (Guard) must then advise the Spreader Bar Operator to lower the spreader bar before the train is again allowed to move forward.

When the train is required to stop for lowering of the spreader bar behind the locomotive, the BR Driver must advise the Disposal Point Operator "STOPPING TO ENGAGE SPREADER BAR" and subsequently advise the Disposal Point Operator when the train will again move forward.

In the event a train comprising CANOPIED MGR WAGONS requires to set back to the loading pad during loading, the Trainman (Guard) must, before the Driver is instructed to commence such movement, ensure the Spreader Bar Operator is advised to raise the spreader bar to avoid contact with the locomotive and subsequently when the spreader bar must again be lowered for forward movement of the train.

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 Disposal Point Operator will advise the Driver to draw forward over the weighbridge for gross weighing and when this has been satisfactorily concluded, the Driver may proceed to Thornton Yard where the radio handset should be given up.

(25/9/93)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continued

SECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continued

Pages 90 and 91

LONGANNET

Working arrangements

Delete clauses (b) and (c)

Add new clause (b) :-

- (b) The guard must not alight from or rejoin the train unless it is safely clear of the discharge house, the lineside door closing gear and latching apparatus.

Add new clause (c) :-

- (c) Traincrew **MUST** carry out a thorough external examination of the locomotive after discharging has been completed to ensure that no damage has been sustained.

This examination must be done immediately after the train is clear of the discharge house. Should any damage have been sustained, Operations Control must be advised by the most expedient means.

Delete :- Modifications particular to Merry-go-round coal trains between Westfield and Longannet Power Station and associated instructions.

(2/10/93)

MISCELLANEOUS INSTRUCTIONS

BETWEEN GREENOCK WEST AND GOUROCK

This supersedes entry shown in PON28D, pages 154 and 155 headed "Between Greenock West and Gourock" and "Instructions for Working of Trains under the Strathclyde Manning Arrangement".

BETWEEN GREENOCK WEST AND GOUROCK - The temporary working arrangements have been withdrawn. The Down and Up lines between Greenock West (exclusive) and Gourock have been taken out of use and all associated signalling equipment disconnected.

A friction buffer stop has been erected on the Down line, 10 yards on the Gourock side of signal PU104. A friction buffer stop has also been erected on the Up line, directly opposite the Down line buffer stop and replaces the temporary buffer stop at the same location.

The reflectorised notice board worded "OBTAIN TRAIN STAFF BEFORE PROCEEDING", affixed to signal PU104 on the Down line, has been removed.

The reflectorised notice board worded "STOP - SURRENDER TRAIN STAFF - AWAIT INSTRUCTIONS", facing to Up direction trains at the Glasgow end of the Down platform has been altered to read "STOP - AWAIT INSTRUCTIONS".

**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 16 OCTOBER, 1993**

**to**

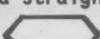
**FRIDAY 22 OCTOBER, 1993  
INCLUSIVE**



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 17 OCTOBER - HOLYWOOD - The Up home signal will be renewed at the same location on a straight post on left of drivers, arm 18 feet above rail level, application unaltered. A  sign will be provided.

SUNDAY 17 OCTOBER - WEMYSS BAY STATION - No.1 platform line, previously put out of use, will be reinstated.

No.2 platform line will be temporarily put out of use with the points giving access there to set and secured for movements to or from No.1 platform line.

This supersedes the entry in PON28D, page 156, under the heading 'WEMYSS BAY'.

(33)

TUESDAY 19 OCTOBER - BETWEEN BLAIR ATHOLL AND DALWHINNIE - PITAGOWAN CROSSING (38 MILES 660 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(33)

WEDNESDAY 20 OCTOBER - BETWEEN BLAIR ATHOLL AND DALWHINNIE - RED VAN CROSSING (49 MILES 70 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(33)

WEDNESDAY 20 OCTOBER - BETWEEN DALWHINNIE AND NEWTONMORE - INCHLEA CROSSING (62 MILES 840 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(33)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT

RUTHERGLEN EAST JN - The main line facing crossover, previously secured out of use, has been reinstated.

(32)

\* \* BETWEEN MOSSEND YARD AND WHIFFLET SOUTH JN - A four car stop marker has been provided on the Up Coatbridge line, 120 yards on the Mossend Yard side of Up Coatbridge (Down direction) position light signal M301, on left of drivers of Up direction trains.

(30)

\* \* BETWEEN LANGLOAN JN AND RUTHERGLEN EAST JN - New stations, each with side platforms, have been opened on the Up and Down Carmyle lines as follows :-

Station Designation	Mileage	Platform length (in Yards)	
		Up	Down
KIRKWOOD	6 miles 100 yards	112	120
BARGEDDIE	5 miles 40 yards	120	120
BAILLIESTON	3 miles 640 yards	120	120
MOUNT VERNON	2 miles 1070 yards	120	120
CARMYLE	1 mile 930 yards	120	120

2 and 4 car stop markers have been provided on each platform, at each station.

(See Section D of this Notice)

(30)

COWLAIRS - The work described and illustrated in the Special Notice headed "COWLAIRS/ SIGHILL JN - PROVISION OF CHORD LINE", dated September 1993, in respect of the reinstatement of siding arrangements at Cowlairs West Jn, has been introduced.

NOTE - Page 3

## SIGNALLING ALTERATIONS

## COWLAIRS - SUNDAY 3 OCTOBER

The first paragraph of this item is AMENDED to read :-

Signal C8, at the exit from No.2 Siding, will be renewed as a ground position light signal, located opposite existing signal C7B (No.3 siding), application as detailed on the accompanying diagram.

(32)

## SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* BETWEEN COWLAIRS WEST JN AND KNIGHTSWOOD NORTH JN - A new MAXIMUM PERMISSIBLE SPEED of 15 MPH has been brought into use on both lines BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS. The MAXIMUM PERMISSIBLE SPEED of 60 MPH on both lines, throughout, has been altered to 60 MPH BETWEEN 8 MILES 150 YARDS AND KNIGHTSWOOD NORTH JN.

A new advance warning indicator for the MAXIMUM PERMISSIBLE SPEED of 15 MPH BETWEEN COWLAIRS WEST JN AND 8 MILES 150 YARDS has been provided on the Up line, 100 yards on the approach side of OB No.3, on left of drivers, together with associated AWS track equipment.

The permanent speed restriction of 20 mph, Over curve and through North Jn, 8 miles 510 yards and 8 miles 150 yards no longer applies and the associated advance warning indicator on the Up line has been removed.

(See Section D of this Notice)

(30)

\* \* BETWEEN COWLAIRS EAST JN AND COWLAIRS NORTH JN - The MAXIMUM PERMISSIBLE SPEED of 20 MPH has been altered to 15 MPH.

The permanent speed restriction of 20 mph, Through Jn; at Cowlairs North Jn, has been altered to 15 mph.

(See Section D of this Notice)

(30)

BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones have been provided at the 60½ milepost and at 68 miles 680 yards.

(See Section D of this Notice)

(31)

BETWEEN KINCRAIG AND AVIEMORE - A lineside telephone has been provided at the 80 milepost.

(See Section D of this Notice)

(31)

BETWEEN SLOCHD AND TOMATIN - A lineside telephone has been provided at the 97½ milepost.

(See Section D of this Notice)

(31)

CHATHILL - The Civil Engineer's siding, connection from the Up main line at 45 miles 65 chains, has been brought back into use.

(This supersedes the entry in PON28D, page 178)

(31)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* BETWEEN TEBAY NORTH AND HARRISONS SIDINGS - A sign worded "Shap Crossover" has been erected at Shap Summit G.F. at 37m 68ch on the Up side of the line.
- \* A sign worded "Hardendale Crossover" has been erected on the Up side of the line at 39m 09ch.

(OP4/RA/W.6832)

(30)

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**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 23 OCTOBER, 1993**

**to**

**FRIDAY 29 OCTOBER, 1993  
INCLUSIVE**

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

WISHAW OIL TERMINAL - The ground frame controlled connection from the Down main line to the terminal sidings has been secured out of use until further notice.

(34)

FOULDUBS JN - The connection from the Down goods line to Grangemouth Traction Maintenance Depot has been secured out of use until further notice.

(34)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 OCTOBER - JORDANHILL - Additional AWS track equipment will be provided on the Up Yoker line as follows :-

- (1) 18 yards on the Hyndland side of the 3 car stop marker
- (11) immediately on the Hyndland side of signal YH508

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL YH508 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT).

(See Section 'D' of this Notice)

(34)

SUNDAY 24 OCTOBER - NRN BAND II TO BAND III CONVERSION - From 00 01 to 08 00 hours, in order to allow conversion of the radio system to Band III, a number of ORN (Driver to Shore) Band III base stations are being transferred from the existing Dundee (094) control zone to the new Edinburgh (068) control zone.

During this changeover period, any radio user who finds that they are unable to log into 094 should also try to log into 068.

Below is a detailed list of the locations of all new and revised channel change boards relating to these transfers.


<u>AT</u>	<u>SIGN NO:</u>	<u>LOCATION</u>
Ladybank Junction	068	½ mile from JCN Up direction
(branch)	092	½ mile from JCN Down direction
Polmont station	068	Edinburgh end of Up platform
	092	Glasgow end of Down platform

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 24 OCTOBER - NRN BAND II TO BAND III CONVERSION - continued

<u>AT</u>	<u>SIGN NO:</u>	<u>LOCATION</u>
Fauldhouse North	068 092	Edinburgh end of Up platform Glasgow end of Down platform
Woolfords Cottages (Cobbinshaw Loch)	068 092	Down direction (82mp) Up direction (82mp)
Cupar station	068 094	Edinburgh end of Up platform Dundee end of Down platform
Berwick	068	Approx 200m on English side of border, north of Berwick, Down direction.

DETAILS OF WORK ALREADY CARRIED OUT

RUTHERGLEN EAST JN - The main line facing crossover, previously secured out of use, has been reinstated. (32)

HOLYWOOD - The Up home signal has been renewed at the same location on a straight post on left of drivers, arm 18 feet above rail level, application unaltered. A  sign has been provided. (33)

WEMYSS BAY STATION - No.1 platform line, previously put out of use, has been reinstated.

No.2 platform line has been temporarily put out of use with the points giving access thereto set and secured for movements to or from No.1 platform line.

This supersedes the entry in PON28D, page 156, under the heading 'WEMYSS BAY'. (33)

COWLAIRS - The work described and illustrated in the Special Notice headed "COWLAIRS/SIGHTHILL JN - PROVISION OF CHORD LINE", dated September 1993, in respect of the reinstatement of siding arrangements at Cowlairs West Jn, has been introduced.

NOTE - Page 3

SIGNALLING ALTERATIONSCOWLAIRS - SUNDAY 3 OCTOBER

The first paragraph of this item is AMENDED to read :-

Signal C8, at the exit from No.2 Siding, will be renewed as a ground position light signal, located opposite existing signal C7B (No.3 siding), application as detailed on the accompanying diagram. (32)

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

BETWEEN BLAIR ATHOLL AND DALWHINNIE - PITAGOWAN CROSSING (38 MILES 660 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice) (33)

BETWEEN BLAIR ATHOLL AND DALWHINNIE - RED VAN CROSSING (49 MILES 70 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice) (33)

\*\* BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones have been provided  
\* at the 60½ milepost and at 68 miles 680 yards.

(See Section D of this Notice) (31)

BETWEEN DALWHINNIE AND NEWTONMORE - INCHLEA CROSSING (62 MILES 840 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice) (33)

\*\* BETWEEN KINCRAIG AND AVIEMORE - A lineside telephone has been provided at  
\* the 80 milepost.

(See Section D of this Notice) (31)

\*\* BETWEEN SLOCHD AND TOMATIN - A lineside telephone has been provided at the  
\* 97½ milepost.

(See Section D of this Notice) (31)

\*\* CHATHILL - The Civil Engineer's siding, connection from the Up main line at  
\* 45 miles 65 chains, has been brought back into use.

(This supersedes the entry in PON28D, page 178) (31)

**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 30 OCTOBER, 1993**

**to**

**FRIDAY 5 NOVEMBER, 1993  
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 31 OCTOBER - BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN -  
Up Maryhill line signal C53 will be repositioned 40 yards nearer Cowlairs North Jn on left of drivers red aspect 11 feet above rail level, application unaltered.

The associated AWS track equipment will be repositioned accordingly.

A telephone with a black and white diagonal striped sign will be provided.

(35)

SUNDAY 31 OCTOBER - SOUTHWAITE - The facing and trailing crossovers worked from Southwaite No.1 and 2 emergency ground frames will be temporarily taken out of use.

(OD14/93/16)

(35)

MONDAY 1 NOVEMBER - FOULDUBS JN - At Grangemouth West yard, No.1 and 2 loops will be buffer ended to become sidings with a standage of 270 yards from the buffer stop to the respective outlet signal(s).

(35)

DETAILS OF WORK ALREADY CARRIED OUT


\* \* RUTHERGLEN EAST JN - The main line facing crossover, previously secured out of use, has been reinstated.

(32)

WISHAW OIL TERMINAL - The ground frame controlled connection from the Down main line to the terminal sidings has been secured out of use until further notice.

(This supersedes the item in PON 28D, page 151)

(34)

HOLYWOOD - The Up home signal has been renewed at the same location on a straight post on left of drivers, arm 18 feet above rail level, application unaltered. A  sign has been provided.

(33)

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

WEMYSS BAY STATION - No.1 platform line, previously put out of use, has been reinstated.

No.2 platform line has been temporarily put out of use with the points giving access thereto set and secured for movements to or from No.1 platform line.

This supersedes the entry in PON28D, page 156, under the heading 'WEMYSS BAY'.

(33)

\* \* COWLAIRS - The work described and illustrated in the Special Notice headed \* "COWLAIRS/ SIGHTHILL JN - PROVISION OF CHORD LINE", dated September 1993, in respect of the reinstatement of siding arrangements at Cowlairs West Jn, has been introduced.

NOTE - Page 3

SIGNALLING ALTERATIONSCOWLAIRS - SUNDAY 3 OCTOBER

The first paragraph of this item is AMENDED to read :-

Signal C8, at the exit from No.2 Siding, will be renewed as a ground position light signal, located opposite existing signal C7B (No.3 siding), application as detailed on the accompanying diagram.

(32)

FOULDUBS JN - The connection from the Down goods line to Grangemouth Traction Maintenance Depot has been secured out of use until further notice.

(34)

JORDANHILL - Additional AWS track equipment has been provided on the Up Yoker line as follows :-

- (i) 18 yards on the Hyndland side of the 3 car stop marker
- (ii) immediately on the Hyndland side of signal YH508

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL YH508 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT).

(See Section 'D' of this Notice)

(34)

BETWEEN BLAIR ATHOLL AND DALWHINNIE - PITAGOWAN CROSSING (38 MILES 660 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(33)



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

BETWEEN BLAIR ATHOLL AND DALWHINNIE - RED VAN CROSSING (49 MILES 70 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(33)

BETWEEN DALWHINNIE AND NEWTONMORE - INCHLEA CROSSING (62 MILES 840 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(33)

NRN BAND II TO BAND III CONVERSION - In order to allow conversion of the radio system to Band III, a number of ORN (Driver to Shore) Band III base stations have been transferred from the Dundee (094) control zone to the new Edinburgh (068) control zone.

Below is a detailed list of the locations of all new and revised channel change boards relating to these transfers.

<u>AT</u>	<u>SIGN NO:</u>	<u>LOCATION</u>
Ladybank Junction (branch)	068 092	½ mile from JCN Up direction ½ mile from JCN Down direction
Polmont station	068 092	Edinburgh end of Up platform Glasgow end of Down platform
Fauldhouse North	068 092	Edinburgh end of Up platform Glasgow end of Down platform
Woolfords Cottages (Cobbinshaw Loch)	068 092	Down direction (82mp) Up direction (82mp)
Cupar station	068 094	Edinburgh end of Up platform Dundee end of Down platform
Berwick	068	Approx 200m on English side of border, north of Berwick, Down direction.

(34)

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# Weekly Operating Notice

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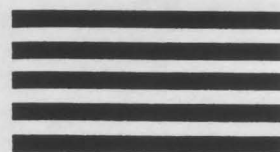
33

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 6 NOVEMBER 1993  
TO  
FRIDAY 12 NOVEMBER 1993  
INCLUSIVE**

SCOTRAIL<sup>®</sup>





WARNING



A.C. ELECTRIFICATION

ENERGISATION OF OVERHEAD LINE EQUIPMENT

POLMADIE

Additional equipment as detailed below will be made ALIVE at high voltage (25,000 volts) on and from 08 00 hours on Sunday 21 November, 1993 and must be regarded as being ALIVE at all times.

<u>Location</u>	<u>Lines Affected</u>	<u>At or between</u>
Polmadie Down side	Down Clydesdale Through sidings Nos.1-3 Down sidings Nos.4-8	Existing live equipment

NOTE - THE DOWN CLYDESDALE LINE, THROUGH SIDINGS NOS.1-3 AND DOWN SIDINGS NOS.4-8 WILL NOT BE BROUGHT BACK INTO USE UNTIL MONDAY 22 NOVEMBER, 1993.

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

(MR/EL/14/E/1/93) (6/11/93)

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 BSATURDAY 6 NOVEMBER - BAY HORSE

The facing and trailing crossovers worked from Bay Horse emergency ground frames will be temporarily taken out of use.

(OD14/87/80)

(36)

SUNDAY 7 NOVEMBER - SOUTHWAITE

Southwaite No. 1 and 2 mechanical ground frames will be abolished and new push-button type control panels provided to work the facing and trailing crossovers, which will be brought back into use. The new control panels, together with telephones to Carlisle PSB will be mounted on a signalling apparatus case situated between the crossovers on the upside of the line.

(OD14/93/16)

(36)

MONDAY 8 NOVEMBER - GIFFEN - A double-sided notice board will be provided at the Lugton end of the exchange sidings, on left of drivers proceeding towards Giffen, worded as follows :-

Facing Lugton	-	"END OF ONE TRAIN WORKING COMMENCEMENT OF YARD WORKING PRIVATE LOCO OPERATION"
Facing Giffen	-	"END OF YARD WORKING COMMENCEMENT OF ONE TRAIN WORKING NO PRIVATE LOCO BEYOND THIS POINT"

Two single-sided notice boards, facing Lugton and worded "NO BR LOCOMOTIVE BEYOND THIS POINT", will be provided within the depot on either side of the line, at the first set of hand points.

(36)

MONDAY 8 NOVEMBER - BETWEEN CARDROSS AND CRAIGENDORAN - GEILSTON FARM CROSSING (20 MILES 650 YARDS) - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice)

(36)

MONDAY 8 NOVEMBER - BETWEEN GARVE AND ACHANALT - The permanent speed restriction of 20 mph in the Up and Down directions between 18m 990y and 18m 1080y will no longer apply.

(See Section D of this Notice)

(36)

DETAILS OF WORK ALREADY CARRIED OUT

WISHAW OIL TERMINAL - The ground frame controlled connection from the Down main line to the terminal sidings has been secured out of use until further notice.

(This supersedes the item in PON 28D, page 151)

(34)

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

\* \* HOLYWOOD - The Up home signal has been renewed at the same location on a  
 \* straight post on left of drivers, arm 18 feet above rail level, application unaltered.  
 A sign has been provided. (33)

\* \* WEMYSS BAY STATION - No.1 platform line, previously put out of use, has been  
 \* reinstated.  
 No.2 platform line has been temporarily put out of use with the points giving access  
 thereto set and secured for movements to or from No.1 platform line.  
 This supersedes the entry in PON28D, page 156, under the heading 'WEMYSS BAY'. (33)

FOULDUBS JN - At Grangemouth West yard, No.1 and 2 loops have been buffer ended  
 with a standage of 270 yards from the buffer stop to the respective outlet signal(s). (35)

FOULDUBS JN - The connection from the Down goods line to Grangemouth Traction  
 Maintenance Depot has been secured out of use until further notice. (34)

JORDANHILL - Additional AWS track equipment has been provided on the Up Yoker  
 line as follows :-

- (i) 18 yards on the Hyndland side of the 3 car stop marker
- (ii) immediately on the Hyndland side of signal YH508

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING  
 OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL YH508 IS EXHIBITING A PROCEED ASPECT  
 (INCLUDING POSITION LIGHT ASPECT).

(See Section 'D' of this Notice) (34)

BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - Up Maryhill line signal C53  
 has been repositioned 40 yards nearer Cowlairs North Jn on left of drivers red aspect  
 11 feet above rail level, application unaltered.

The associated AWS track equipment has been repositioned accordingly.

A telephone with a black and white diagonal striped sign has been provided. (35)

\* \* BETWEEN BLAIR ATHOLL AND DALWHINNIE - PITAGOWAN CROSSING (38 MILES  
 \* 660 YARDS) - Telephones for the use of the public have been provided at this  
 crossing, and these are available for the use of trainmen in an emergency.  
(See Section D of this Notice) (33)

\* \* BETWEEN BLAIR ATHOLL AND DALWHINNIE - RED VAN CROSSING (49 MILES  
 \* 70 YARDS) - Telephones for the use of the public have been provided at this  
 crossing, and these are available for the use of trainmen in an emergency.  
(See Section D of this Notice) (33)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* BETWEEN DALWHINNIE AND NEWTONMORE - INCHLEA CROSSING (62 MILES  
\* 840 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(33)

\* NRN BAND II TO BAND III CONVERSION - In order to allow conversion of the radio system to Band III, a number of ORN (Driver to Shore) Band III base stations have been transferred from the Dundee (094) control zone to the new Edinburgh (068) control zone.

Below is a detailed list of the locations of all new and revised channel change boards relating to these transfers.

<u>AT</u>	<u>SIGN NO:</u>	<u>LOCATION</u>
Ladybank Junction (branch)	068	½ mile from JCN Up direction
	092	½ mile from JCN Down direction
Polmont station	068	Edinburgh end of Up platform
	092	Glasgow end of Down platform
Fauldhouse North	068	Edinburgh end of Up platform
	092	Glasgow end of Down platform
Woolfords Cottages (Cobbinshaw Loch)	068	Down direction (82mp)
	092	Up direction (82mp)
Cupar station	068	Edinburgh end of Up platform
	094	Dundee end of Down platform
Berwick	068	Approx 200m on English side of border, north of Berwick, Down direction.

(34)

\* \* SOUTHWAITE - The facing and trailing crossovers worked from Southwaite No.1  
\* and 2 emergency ground frames have been temporarily taken out of use.

(OD14/93/16)

(33)

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# Weekly Operating Notice

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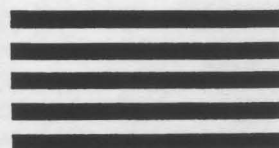
34

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 13 NOVEMBER 1993  
TO  
FRIDAY 19 NOVEMBER 1993  
INCLUSIVE**

SCOTRAIL<sup>®</sup>



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN ACHNASHELLACH AND STRATHCARRON - A new permanent speed restriction of 020mph has been introduced on the single line in the Down direction only between 44m 1130y and 44m 1470y.

(See Section D of this Notice)

(36)

DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

DETAILS OF WORK ALREADY CARRIED OUT

- \* \* WISHAW OIL TERMINAL - The ground frame controlled connection from the  
\* Down main line to the terminal sidings has been secured out of use until further notice.

(This supersedes the item in PON 28D, page 151)

(34)

GIFFEN - A double-sided notice board has been provided at the Lugton end of the exchange sidings, on left of drivers proceeding towards Giffen, worded as follows :-

Facing Lugton	-	"END OF ONE TRAIN WORKING COMMENCEMENT OF YARD WORKING PRIVATE LOCO OPERATION"
Facing Giffen	-	"END OF YARD WORKING COMMENCEMENT OF ONE TRAIN WORKING NO PRIVATE LOCO BEYOND THIS POINT"

Two single-sided notice boards, facing Lugton and worded "NO BR LOCOMOTIVE BEYOND THIS POINT", have been provided within the depot on either side of the line, at the first set of hand points.

(36)

FOULDUBS JN - At Grangemouth West yard, No.1 and 2 loops have been buffer ended with a standage of 270 yards from the buffer stop to the respective outlet signal(s).

(35)

- \* \* FOULDUBS JN - The connection from the Down goods line to Grangemouth  
\* Traction Maintenance Depot has been secured out of use until further notice.

(34)

BETWEEN CARDROSS AND CRAIGENDORAN - GEILSTON FARM CROSSING (20 MILES 650 YARDS) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(36)



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

\* \* JORDANHILL - Additional AWS track equipment has been provided on the Up  
\* Yoker line as follows :-

- (i) 18 yards on the Hyndland side of the 3 car stop marker
- (ii) immediately on the Hyndland side of signal YH508

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL YH508 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT).

(See Section 'D' of this Notice)

(34)

BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - Up Maryhill line signal C53 has been repositioned 40 yards nearer Cowlairs North Jn on left of drivers red aspect 11 feet above rail level, application unaltered.

The associated AWS track equipment has been repositioned accordingly.

A telephone with a black and white diagonal striped sign has been provided.

(35)

BETWEEN GARVE AND ACHANALT - The permanent speed restriction of 20 mph in the Up and Down directions between 18m 990y and 18m 1080y no longer applies.

(See Section D of this Notice)

(36)

BAY HORSE

The facing and trailing crossovers worked from Bay Horse emergency ground frames have been temporarily taken out of use.

(OD14/87/80)

(36)

SOUTHWAITE

Southwaite No. 1 and 2 mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Carlisle PSB have been mounted on a signalling apparatus case situated between the crossovers on the Up side of the line.

(OD14/93/16)

(36)

\* \* NRN BAND II TO BAND III CONVERSION - In order to allow conversion of  
\* the radio system to Band III, a number of ORN (Driver to Shore) Band III base stations have been transferred from the Dundee (094) control zone to the new Edinburgh (068) control zone.

Below is a detailed list of the locations of all new and revised channel change boards relating to these transfers.

<u>AT</u>	<u>SIGN NO:</u>	<u>LOCATION</u>
Ladybank Junction (branch)	068 092	½ mile from JCN Up direction ½ mile from JCN Down direction

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* NRN BAND II TO BAND III CONVERSION - continued

\*

<u>AT</u>	<u>SIGN NO:</u>	<u>LOCATION</u>
Polmont station	068 092	Edinburgh end of Up platform Glasgow end of Down platform
Fauldhouse North	068 092	Edinburgh end of Up platform Glasgow end of Down platform
Woolfords Cottages (Cobbinshaw Loch)	068 092	Down direction (82mp) Up direction (82mp)
Cupar station	068 094	Edinburgh end of Up platform Dundee end of Down platform
Berwick	068	Approx 200m on English side of border, north of Berwick, Down direction.

(34)

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# Weekly Operating Notice

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35

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 20 NOVEMBER 1993  
TO  
FRIDAY 26 NOVEMBER 1993  
INCLUSIVE**

SCOTRAIL<sup>≠</sup>



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 BSUNDAY 21 NOVEMBER - BAY HORSE

Bay Horse North and South mechanical ground frames will be abolished and new push-button type control panels provided to work the facing and trailing crossovers, which will be brought back into use. The new control panels, together with telephones to Preston PSB will be mounted on a signalling apparatus case situated mid-way between the crossovers on the Downside of the line.

(OD14/87/80)

(38)

MONDAY 22 NOVEMBER - POLMADIE - The Down Clydesdale goods line, the Down Through sidings and the Down Holding sidings, previously secured out of use, will be reinstated.

A security compound will be provided on Nos.1 and 2 Through sidings with gates at both ends which will normally be secured in the open position.

The former No.3 Through siding will be removed together with associated signalling and No.4 Through siding will be redesignated No.3 Through siding.

The application of Down Fast signal G815 will be altered to be as follows :-

Signal	Aspect	Route Indication where provided	Application To or Towards
G815	Main	-	G785
	Main	Position 1 Junction Route Indicator	G789
	Position light	Position 1 Junction Route Indicator	Down Clydesdale
	Position light	X	Up Clydesdale
	Position light	1	No.1 Through siding
	Position light	2	No.2 Through siding
	Position light	3	No.3 Through siding

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

Ground position light signals G800, G798 and G794 will control movements from Nos.1, 2 and 3 Through sidings, at the Rutherglen end, respectively and will apply as follows :-

To Up slow - indication 'S'

To Down slow - indication 'X'

To Up fast - indication 'F'

Telephones with black and white striped signs will be provided at signals G800, G798 and G794.

(38)

MONDAY 22 NOVEMBER - BETWEEN SINGER AND DUMBARTON EAST - Viewing aids in the form of mirrors and CCTV monitors will be provided on the platforms of certain stations on the above mentioned line of route.

Drivers should note that, where necessary, 3/6 car stop boards will be repositioned.

Equipment detail and location are as follows :-

<u>Station</u>	<u>Platform</u>	<u>Viewing Equipment Location</u>	<u>Stop</u>	<u>View</u>
Singer	No.1 Up	2 Monitors 12M from top of ramp	3 & 6 Car	Forward
	No.2 Down	1 Monitor 91.8M from top of ramp	3 Car	Forward
		2 Monitors 30.4M from top of ramp	6 Car	Forward
Kilpatrick	No.1 Up	1 Monitor 64.1M from top of ramp	3 Car	Forward
		2 Monitors 3.1M from top of ramp	6 Car	Forward
	No.2 Down	2 Monitors 24.2M from top of ramp	3 & 6 Car	Side
Bowling	No.1 Up	2 Monitors 6.5M from top of ramp	3 & 6 Car	Side
	No.2 Down	4 x 3 Mirror 3.1M from top of ramp		
Dumbarton East	No.2 Down	4 x 3 Mirror 36.3M from top of ramp	3 & 6 Car	

(38)

WEDNESDAY 24 NOVEMBER - BETWEEN BLAIR ATHOLL AND DALWHINNIE - A lineside telephone with a PAPX dialling facility will be provided at 56 miles 880 yards.

(See Section D of this Notice)

(38)

WEDNESDAY 24 NOVEMBER - BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones with PAPX dialling facilities will be provided at 68 miles 440 yards and at 68 miles 1320 yards.

(See Section D of this Notice)

(38)

WEDNESDAY 24 NOVEMBER - BETWEEN MOY AND CRADLEHALL - A lineside telephone with a PAPX dialling facility will be provided a 113 m.p.

(See Section D of this Notice)

(38)

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

GIFFEN - A double-sided notice board has been provided at the Lugton end of the exchange sidings, on left of drivers proceeding towards Giffen, worded as follows :-

Facing Lugton	-	"END OF ONE TRAIN WORKING COMMENCEMENT OF YARD WORKING PRIVATE LOCO OPERATION"
Facing Giffen	-	"END OF YARD WORKING COMMENCEMENT OF ONE TRAIN WORKING NO PRIVATE LOCO BEYOND THIS POINT"

Two single-sided notice boards, facing Lugton and worded "NO BR LOCOMOTIVE BEYOND THIS POINT", have been provided within the depot on either side of the line, at the first set of hand points.

(36)

\* \* FOULDUBS JN - At Grangemouth West yard, No.1 and 2 loops have been buffer  
\* ended with a standage of 270 yards from the buffer stop to the respective outlet signal(s).

(35)

BETWEEN CARDROSS AND CRAIGENDORAN - GEILSTON FARM CROSSING (20 MILES 650 YARDS) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(36)

\* \* BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - Up Maryhill line  
\* signal C53 has been repositioned 40 yards nearer Cowlairs North Jn on left of drivers red aspect 11 feet above rail level, application unaltered.

The associated AWS track equipment has been repositioned accordingly.

A telephone with a black and white diagonal striped sign has been provided.

(35)

BETWEEN GARVE AND ACHANALT - The permanent speed restriction of 20 mph in the Up and Down directions between 18m 990y and 18m 1080y no longer applies.

(See Section D of this Notice)

(36)

BETWEEN ACHNASHELLACH AND STRATHCARRON - A new permanent speed restriction of 20mph has been introduced on the single line in the Down direction only between 44m 1130y and 44m 1470y.

(See Section D of this Notice)

(36)

\* \* BAY HORSE

\*

The facing and trailing crossovers worked from Bay Horse emergency ground frames have been temporarily taken out of use.

(OD14/87/80)

(35)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SOUTHWAITE

Southwaite No. 1 and 2 mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Carlisle PSB have been mounted on a signalling apparatus case situated between the crossovers on the Up side of the line.

(OD14/93/16)

(36)

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

Page 7

POLMADIE - continued

On receipt of this advice, in the case of a train approaching from the Rutherglen direction the senior railman must inform the signalman to which siding the train is to be run.

For movements to No.1 or No.2 Through siding, the senior railman must ensure that the security compound gates are open before permission is given for the movement to proceed towards the sidings.

In the case of shunting movements at the Glasgow end of Nos.1, 2 or 3 Through sidings, after each movement has been completed, the senior railman must inform the signalman as to the state of the siding concerned, whether occupied or clear.

The senior railman must advise the signalman when an outgoing movement from the Glasgow end of the sidings is ready to depart, giving the class of the train and its destination and, in addition, in the case of a light locomotive, the train that it is proceeding to work.

Electrical Isolation of Overhead Line Equipment

on Nos.1 and 2 Through sidings - When Nos.1 and 2 Through sidings require to be isolated, this must be effected in accordance with Instruction 42 of the Working Instructions for AC Electrified Lines subject to the undernoted modifications :-

1. The nominated person has instructions that the permission of the yard supervisor at the CSMD must be obtained before an isolation is imposed.

Such permission must not be given until the appropriate points have been clipped and padlocked as specified in the electrical isolation instructions. Additionally, the signalman at Glasgow Central must be requested to provide the necessary signal protection and an assurance to this effect is received before such permission is given.

2. The yard supervisor must record details of each electrical blockage, entering the name of the nominated person, the date and time involved and sign the entry.

3. When the isolated section of line is re-energised, the nominated person will inform the yard supervisor who must cancel the entry concerned, inserting the name of the nominated person, the date and time. The clips and padlocks must be removed from the points concerned and the signalman at Glasgow Central advised when the line is re-energised.

(22/11/93)

AmendPOLMADIE CARRIAGE SERVICING DEPOT

to read :-

POLMADIE CARRIAGE SERVICING AND MAINTENANCE DEPOTAdd as first entry :-

Blockage of lines to electric trains - Polmadie CSMD is specially nominated in accordance with Instruction 28.4.3 of the Working Instructions for AC Electrified Lines.

(22/11/93)

Page 38

MOSSEND YARDAdd :-

Distillers MG Limited siding - Before a movement is permitted from Mossend Down and, the person in charge at Mossend Down yard must obtain an assurance from the firm's representative that the stop block has been removed clear of the line and the gates opened. The Rule Book, Section J, clause 4.2.3 is modified accordingly.

(2/10/93)



SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPage 69 COCKENZIE POWER STATIONAdd to end of clause (c) :-

NOTE Traincrew MUST carry out a thorough external examination of the locomotive after discharging has been completed to ensure that no damage has been sustained.

This examination must be done immediately after the train is clear of the discharge house. Should any damage have been sustained, Operations Control must be advised by the most expedient means.

(2/10/93)

Pages 88 and 89 WESTFIELD OPENCAST RAPID LOADING SIDINGDelete all instructions under this heading.Add:-

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.

Approximately 60 metres on the loading pad side of the weighbridge is a structure which spans the loading line and upon which a moveable spreader bar arrangement is mounted for the purpose of ensuring an even level of coal is maintained in each wagon after loading. The spreader bar will only be brought into use during the loading of CANOPIED MGR WAGONS. The normal position of the spreader bar is in the raised position and when lowered, an associated double sided notice board, facing toward both Thornton and the loading pad will be displayed indicating "STOP".

Operation of the spreader bar is under control of the Spreader Bar Operator who is responsible for lowering and raising as required.

Drivers of arriving trains must stop at the weighbridge and not proceed toward the loading pad unless the spreader bar is in the raised position and the "STOP" board is in the horizontal position and no longer visible. In the event the "STOP" board is displayed or becomes imperfectly displayed, Driver's must not permit their locomotive to pass beneath the spreader bar until it has been confirmed the spreader bar is in the fully raised position and locked.

Radio equipment supplied by British Coal will be used to control movement of trains during loading and Drivers of trains arriving at Westfield, having previously obtained the radio handset at Thornton Yard, will require to stop at the weighbridge where an initial test transmission with the Disposal Point Operator should be made and which must be preceded by the words "BRITISH RAIL DRIVER TO DISPOSAL POINT OPERATOR" and which will be acknowledged. STRICT RADIO DISCIPLINE MUST BE MAINTAINED.

The Disposal Point Operator will be responsible for all aspects of train loading and movements on behalf of British Coal.

Trains will then run forward on the loading line and Drivers will be requested to stop by the Disposal Point 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.

Movement of the train over the loading pad will require the Disposal Point Operator to instruct the Driver to STOP or START as required and will not require to be acknowledged by the Driver.

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedSECTIONAL APPENDIX - SECTION 4 - LOCAL INSTRUCTIONS - continuedPages 88 and 89 WESTFIELD OPENCAST RAPID LOADING SIDING - continued

The Disposal Point Operator will advise the Driver when movement may commence from the loading pad.

When trains comprising CANOPIED MGR WAGONS are being loaded, the spreader bar must be brought into use and at such point during the loading process when the locomotive has passed beyond the spreader bar, the Trainman (Guard) must indicate to the Driver to STOP with the train in such a position when the spreader bar is between the locomotive and the leading edge of the first wagon. The Trainman (Guard) must then advise the Spreader Bar Operator to lower the spreader bar before the train is again allowed to move forward.

When the train is required to stop for lowering of the spreader bar behind the locomotive, the BR Driver must advise the Disposal Point Operator "STOPPING TO ENGAGE SPREADER BAR" and subsequently advise the Disposal Point Operator when the train will again move forward.

In the event a train comprising CANOPIED MGR WAGONS requires to set back to the loading pad during loading, the Trainman (Guard) must, before the Driver is instructed to commence such movement, ensure the Spreader Bar Operator is advised to raise the spreader bar to avoid contact with the locomotive and subsequently when the spreader bar must again be lowered for forward movement of the train.

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 Disposal Point Operator will advise the Driver to draw forward over the weighbridge for gross weighing and when this has been satisfactorily concluded, the Driver may proceed to Thornton Yard where the radio handset should be given up.

(25/9/93)

Pages 90 and 91 LONGANNETWorking arrangementsDelete clauses (b) and (c)Add new clause (b) :-

- (b) The guard must not alight from or rejoin the train unless it is safely clear of the discharge house, the lineside door closing gear and latching apparatus.

Add new clause (c) :-

- (c) Traincrew MUST carry out a thorough external examination of the locomotive after discharging has been completed to ensure that no damage has been sustained.

This examination must be done immediately after the train is clear of the discharge house. Should any damage have been sustained, Operations Control must be advised by the most expedient means.

Delete :- Modifications particular to Merry-go-round coal trains between Westfield and Longannet Power Station and associated instructions.

(2/10/93)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS INSTRUCTIONSLINESIDE TELEPHONES BETWEEN PERTH AND INVERNESS

Certain lineside telephones with a PABX dialling facility, (rather than a dedicated line to one signal box), have been provided for the use of Civil Engineer's staff.

These telephones are available for the use of trainmen and other staff, if necessary, and so are shown in the Sectional Appendix, Table 'A'.

However, trainmen using these telephones must ensure that they dial the controlling signal box for the appropriate direction of travel, and this information is, accordingly, provided in each telephone cabinet. Should it be necessary to contact anyone other than the controlling signalman the circumstances must be explained and the exact location of the train must be specially emphasised.

In addition, trainmen must quote the mileage of the telephone they are using and not the location name given in the telephone cabinet, as these locations are not identified in the Sectional Appendix, Table A, in conjunction with these telephones.

The telephones affected are as follows :-

Mileage (Location)	Between
<u>Already provided</u>	
60m 880yds (CUAICH)	Dalwhinnie and Newtonmore
68m 680yds (SPEY VIADUCT N)	Dalwhinnie and Newtonmore
80mp (KINBARA)	Kincraig and Aviemore
97m 1320yds (TOMATIN)	Slochd and Tomatin

Mileage (Location)	Between
<u>To be provided on 24.11.93 (See Section C of this Notice)</u>	
56m 880yds (BACHAN)	Blair Atholl and Dalwhinnie
68m 40yds (SPEY SOUTH)	Dalwhinnie and Kingussie
68m 1320yds (NEWTONMORE)	Dalwhinnie and Kingussie
113mp (CRADLEHALL)	Moy and Inverness

(20/11/93)

MODIFICATIONS TO POWER OPERATED DOORS - CLASS 142 UNITS

Modifications have now taken place to the power operated doors of Unit 142044. The modifications include an altered procedure for gaining access to stabled units and the provision of an additional emergency access control. The relocation of the interior door controls and associated isolating equipment. The provision of an audible alarm unit.

(RRNW/OTM/001)

(40)

# Weekly Operating Notice

36

## Containing

- Temporary Speed Restrictions
- Temporary Engineering Works
- Signalling and Permanent Way Alterations
- General Instructions and Notices

**SATURDAY 27 NOVEMBER 1993  
TO  
FRIDAY 3 DECEMBER 1993  
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 28 NOVEMBER - BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN -  
The AWS track equipment associated with Down Maryhill line signal C52 will be repositioned 82 yards farther from the signal. (39)

WEDNESDAY 1 DECEMBER - KNIGHTSWOOD NORTH JN - From 10 00 hours, stop car marker boards will be provided, on left of drivers, on the Down Singer line to assist drivers of multiple unit trains from the Down Maryhill line to correctly position their trains prior to reversal within signal YH530.

The stop car marker boards will be post mounted at a height of 3 feet above rail level located as under :-

<u>BOARD</u>	<u>DISTANCE FROM SIGNAL YH530</u>
2 car	195 feet
4 car	342 feet

(39)

WEDNESDAY 1 DECEMBER - DUNKELD - A Trainmen's telephone will be provided on the Up platform (at the north end of the station building) in connection with the Rule Book Section H, clause 6.7 instructions.

(Note - this telephone was previously published as being provided at the south end of this station building, but was never commissioned).

(See Section D, Sectional Appendix, Section 3, of this Notice)

(39)

THURSDAY 2 DECEMBER - BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - New stations, each with side platforms 120 yards long, will be opened on the Up and Down Maryhill lines as follows :-

<u>Station designation</u>	<u>Mileage</u>
ASHFIELD	7 miles 1520 yards
POSSILPARK AND PARKHOUSE	7 miles 500 yards
LAMBHILL	6 miles 810 yards
SUMMERSTON	6 miles 100 yards
MARYHILL	5 miles 1250 yards

2 and 4 car stop markers will be provided on each platform, at each station.

(See Section D of this Notice)

(39)

FRIDAY 3 DECEMBER - LOWER CRIANLARICH - A buffer stop will be erected on the yard line (former Timber sidings) 400 yards from the ground frame controlled connection with the single line.

(39)

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

POLMADIE - The Down Clydesdale goods line, the Down Through sidings and the Down Holding sidings, previously secured out of use, have been reinstated.

A security compound has been provided on Nos.1 and 2 Through sidings with gates at both ends which are normally secured in the open position.

The former No.3 Through siding has been removed together with associated signalling and No.4 Through siding has been redesignated No.3 Through siding.

The application of Down Fast signal G815 has been altered as follows :-

Signal	Aspect	Route Indication where provided	Application To or Towards
G815	Main	-	G785
	Main	Position 1 Junction	G789
		Route Indicator	
	Position light	Position 1 Junction	Down Clydesdale
		Route Indicator	
	Position light	X	Up Clydesdale
	Position light	1	No.1 Through siding
	Position light	2	No.2 Through siding
Position light	3	No.3 Through siding	

Ground position light signals G800, G798 and G794 control movements from Nos.1, 2 and 3 Through sidings, at the Rutherglen end, respectively and apply as follows :-

- To Up slow - indication 'S'
- To Down slow - indication 'X'
- To Up fast - indication 'F'

Telephones with black and white striped signs have been provided at signals G800, G798 and G794.

(38)

\* \* GIFFEN - A double-sided notice board has been provided at the Lugton end  
\* of the exchange sidings, on left of drivers proceeding towards Giffen, worded as follows :-

- Facing Lugton - "END OF ONE TRAIN WORKING COMMENCEMENT OF YARD WORKING PRIVATE LOCO OPERATION"
- Facing Giffen - "END OF YARD WORKING COMMENCEMENT OF ONE TRAIN WORKING NO PRIVATE LOCO BEYOND THIS POINT"

Two single-sided notice boards, facing Lugton and worded "NO BR LOCOMOTIVE BEYOND THIS POINT", have been provided within the depot on either side of the line, at the first set of hand points.

(36)

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

\* \* BETWEEN ACHNASHELLACH AND STRATHCARRON - A new permanent speed restriction of  
\* 20mph has been introduced on the single line in the Down direction only between 44m 1130y  
and 44m 1470y.

(See Section D of this Notice)

(36)

BAY HORSE

Bay Horse North and South mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Preston PSB have been mounted on a signalling apparatus case situated mid-way between the crossovers on the Downside of the line.

(OD14/87/80)

(38)

\* \* SOUTHWAITE

\*

Southwaite No. 1 and 2 mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Carlisle PSB have been mounted on a signalling apparatus case situated between the crossovers on the Up side of the line.

(OD14/93/16)

(36)

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

BETWEEN SINGER AND DUMBARTON EAST - Viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above line of route.

Drivers should note that, where necessary, 3/6 car stop boards have been repositioned.

Equipment detail and location are as follows :-

<u>Station</u>	<u>Platform</u>	<u>Viewing Equipment Location</u>	<u>Stop</u>	<u>View</u>
Singer	No.1 Up	2 Monitors 12M from top of ramp	3 & 6 Car	Forward
	No.2 Down	1 Monitor 91.8M from top of ramp	3 Car	Forward
		2 Monitors 30.4M from top of ramp	6 Car	Forward
Kilpatrick	No.1 Up	1 Monitor 64.1M from top of ramp	3 Car	Forward
		2 Monitors 3.1M from top of ramp	6 Car	Forward
	No.2 Down	2 Monitors 24.2M from top of ramp	3 & 6 Car	Side
Bowling	No.1 Up	2 Monitors 6.5M from top of ramp	3 & 6 Car	Side
	No.2 Down	4 x 3 Mirror 3.1M from top of ramp		
Dumbarton East	No.2 Down	4 x 3 Mirror 36.3M from top of ramp	3 & 6 Car	

(38)

\* \* BETWEEN CARDROSS AND CRAIGENDORAN - GEILSTON FARM CROSSING (20 MILES 650 YARDS) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(36)

BETWEEN BLAIR ATHOLL AND DALWHINNIE - A lineside telephone with a PABX dialling facility has been provided at 56 miles 880 yards.

(See Section D of this Notice)

(38)

BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones with PABX dialling facilities have been provided at 68 miles 440 yards and at 68 miles 1320 yards.

(See Section D of this Notice)

(38)

BETWEEN MOY AND CRADLEHALL - A lineside telephone with a PABX dialling facility has been provided at 113 m.p.

(See Section D of this Notice)

(38)

\* \* BETWEEN GARVE AND ACHANALT - The permanent speed restriction of 20 mph in the Up and Down directions between 18m 990y and 18m 1080y no longer applies.

(See Section D of this Notice)

(36)

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# Weekly Operating Notice

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37

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 4 DECEMBER 1993  
TO  
FRIDAY 10 DECEMBER 1993  
INCLUSIVE**

SCOTRAIL <sup>≠</sup>



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

SECTIONS A AND B OF THE WEEKLY OPERATING NOTICE

As a result of the issue of parts of the new Scottish Sectional Appendix which will run in conjunction with the remaining parts of the Old Scottish Region Sectional Appendix, Sections A and B of the Weekly Operating Notice are adapted accordingly.

Temporary Speed Restrictions and Temporary Engineering Work carried out under line headings remaining in the Old Scottish Region Sectional Appendix will be printed first, whereas, the New Scottish Sectional Appendix Line Headings will be printed second, after the Inverness to Wick Line.

The items will continue to be consecutively numbered throughout. However, in the New Scottish Sectional Appendix certain areas have been duplicated i.e. Greenhill Upper Jn to Carmuir West Jn is contained in the Greenhill Upper to Dundee Line as well as in the Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston) Line. Where such duplication occurs a TSR or Engineering Item will be shown for each line heading. Where these items are repeated the original item number will remain and will be prefixed by the letter "R" for repeat.

(4/12/93)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 4 DECEMBER - FORTH BRIDGE - The permanent differential speed restriction of 20/40 mph on the Up line in the RIGHT direction over the Forth Bridge (between 11m 450 yards and 9m 950 yards) will be Altered to become 20/50 mph.

The permanent speed restriction over the Up line in the WRONG direction remains at 20 mph.

The permanent speed restrictions in the Right and Wrong direction over the Down line remain unaltered.

Note These permanent speed restrictions appear, as amended above in the 'new format' re-issued page of the Sectional Appendix, Table A (Part 10, page 10.9), which applies from 4 December.

Consequently there is no Sectional Appendix, Table A amendment for the Forth Bridge in this Notice.

(40)

SUNDAY 5 DECEMBER - POLMADIE - No.1 - 3 Reception sidings will be secured out of use and all associated signalling disconnected.

(40)

SUNDAY 5 DECEMBER - PLEAN - The main line facing crossover and the connection Up main to Up sidings (S.T.P Sidings and Loading platform) will be temporarily secured out of use, set for movements along the Up and Down main lines, and along the Up main line, respectively.

(40)

SUNDAY 5 DECEMBER - POLMAISE - The connection Up main to No.1 South Up Siding will be temporarily secured out of use, set for movements along the Up main line.

(40)

MONDAY 6 DECEMBER - PERTH UP CARRIAGE SIDINGS - A new method of working during the period carriage cleaning is taking place will be introduced and a specially designed Stop board provided at the entrance to the Up carriage sidings, on right of drivers proceeding to the sidings, adjacent to outgoing signal P134. The Stop board will be capable of either displaying "Stop - Await Instructions" or having a blank display. The method of working is detailed in Section D of this notice.

(40)

DETAILS OF WORK ALREADY CARRIED OUT

POLMADIE - The Down Clydesdale goods line, the Down Through sidings and the Down Holding sidings, previously secured out of use, have been reinstated.

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

A security compound has been provided on Nos.1 and 2 Through sidings with gates at both ends which are normally secured in the open position.

The former No.3 Through siding has been removed together with associated signalling and No.4 Through siding has been redesignated No.3 Through siding.

The application of Down Fast signal G815 has been altered as follows :-

Signal	Aspect	Route Indication where provided	Application To or Towards
G815	Main	-	G785
	Main	Position 1 Junction Route Indicator	G789
	Position light	Position 1 Junction Route Indicator	Down Clydesdale
	Position light	X	Up Clydesdale
	Position light	1	No.1 Through siding
	Position light	2	No.2 Through siding
	Position light	3	No.3 Through siding

Ground position light signals G800, G798 and G794 control movements from Nos.1, 2 and 3 Through sidings, at the Rutherglen end, respectively and apply as follows :-

To Up slow - indication 'S'

To Down slow - indication 'X'

To Up fast - indication 'F'

Telephones with black and white striped signs have been provided at signals G800, G798 and G794.

(38)

LOWER CRIANLARICH - A buffer stop has been erected on the yard line (former Timber sidings) 400 yards from the ground frame controlled connection with the single line.

(39)

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

Bay Horse North and South mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Preston PSB have been mounted on a signalling apparatus case situated mid-way between the crossovers on the Downside of the line.

(OD14/87/80)

(38)

BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - The AWS track equipment associated with Down Maryhill line signal C52 has been repositioned 82 yards farther from the signal.

(39)

BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - New stations, each with side platforms 120 yards long, have been opened on the Up and Down Maryhill lines as follows :-

Station designation	Mileage
ASHFIELD	7 miles 1520 yards
POSSILPARK AND PARKHOUSE	7 miles 500 yards
LAMBHILL	6 miles 810 yards
SUMMERSTON	6 miles 100 yards
MARYHILL	5 miles 1250 yards

2 and 4 car stop markers have been provided on each platform, at each station.

(39)

KNIGHTSWOOD NORTH JN - Stop car marker boards have been provided, on left of drivers, on the Down Singer line to assist drivers of multiple unit trains from the Down Maryhill line to correctly position their trains prior to reversal within signal YH530.

The stop car marker boards are post mounted at a height of 3 feet above rail level located as under :-

BOARD	DISTANCE FROM SIGNAL YH530
2 car	195 feet
4 car	342 feet

(39)

BETWEEN SINGER AND DUMBARTON EAST - Viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above line of route.

Drivers should note that, where necessary, 3/6 car stop boards have been repositioned.



SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SINGER AND DUMBARTON EAST - continued

Equipment detail and location are as follows :-

<u>Station</u>	<u>Platform</u>	<u>Viewing Equipment Location</u>	<u>Stop</u>	<u>View</u>
Singer	No.1 Up	2 Monitors 12M from top of ramp	3 & 6 Car	Forward
	No.2 Down	1 Monitor 91.8M from top of ramp	3 Car	Forward
		2 Monitors 30.4M from top of ramp	6 Car	Forward
Kilpatrick	No.1 Up	1 Monitor 64.1M from top of ramp	3 Car	Forward
		2 Monitors 3.1M from top of ramp	6 Car	Forward
	No.2 Down	2 Monitors 24.2M from top of ramp	3 & 6 Car	Side
Bowling	No.1 Up	2 Monitors 6.5M from top of ramp	3 & 6 Car	Side
	No.2 Down	4 x 3 Mirror 3.1M from top of ramp		
Dumbarton East	No.2 Down	4 x 3 Mirror 36.3M from top of ramp	3 & 6 Car	

(38)

DUNKELD AND BIRNAM - A Trainmen's telephone has been provided on the Up platform (at the north end of the station building) in connection with the Rule Book Section H, clause 6.7 instructions.

(Note - this telephone was previously published as being provided at the south end of this station building, but was never commissioned).

(39)

BETWEEN BLAIR ATHOLL AND DALWHINNIE - A lineside telephone with a PABX dialling facility has been provided at 56 miles 880 yards.

(38)

BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones with PABX dialling facilities have been provided at 68 miles 440 yards and at 68 miles 1320 yards.

(38)

BETWEEN MOY AND CRADLEHALL - A lineside telephone with a PABX dialling facility has been provided at 113 m.p.

(38)

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# Weekly Operating Notice

38

## Containing

- Temporary Speed Restrictions
- Temporary Engineering Works
- Signalling and Permanent Way Alterations
- General Instructions and Notices

**SATURDAY 11 DECEMBER 1993  
TO  
FRIDAY 17 DECEMBER 1993  
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

**MONDAY 13 DECEMBER - BETWEEN KIRKNEWTON AND CURRIEHILL (CURRIEHILL CROSSING AT 94 MILES 1320 YARDS -** The telephones situated at this crossing for the use of the public, and trainmen in an emergency, will be removed.

(See Section D of this Notice)

(41)

**MONDAY 13 DECEMBER - DRUMGELLOCH TO HELENSBURGH AND HYNDLAND EAST JN TO DALMUIR (VIA YOKER) -** Viewing aids in the form of mirrors and CCTV monitors will be provided on the platforms of certain stations on the above mentioned lines of route.

Drivers should note that, where necessary, 3/6 car stop boards will be repositioned.

Equipment detail and location are as follows :-

Station	Platform	Viewing Equipment Location	Stop	View
Shettleston	No.2 Up	4 x 3 Mirror 4.7M from top of ramp	3 & 6 Car	
	No.1 Down	4 x 3 Mirror 1.8M from top of ramp	3 & 6 Car	
Bellgrove	No.1 Down	2 Monitors 8.7M from top of ramp	3 & 6 Car	Forward
	No.2 Up	4 x 3 Mirror 65.7M from top of ramp	3 Car	
Anniesland	No.1 Up	2 Monitors 5.8M from top of ramp	3 & 6 Car	Forward
	No.2 Down	1 Monitor 64.1M from top of ramp 2 Monitors 2.2M from top of ramp	3 Car 6 Car	Forward Forward
Drumchapel	No.1 Up	2 Monitors 3.6M from top of ramp	3 & 6 Car	Forward
Dumbarton Central	No.1 Up	2 Monitors 52.4M from top of ramp	3 & 6 Car	Side
	No.2 Down	3 Monitors 42.4M from top of ramp	3 & 6 Car	Forward
Scotstounhill	No.1 Up	1 Monitor 65M from top of ramp 2 Monitors 3.3M from top of ramp	3 Car 6 Car	Forward Forward
	No.2 Down	2 Monitors 2.4M from top of ramp	3 & 6 Car	Forward

(41)

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

POLMADIE - Nos.1 - 3 Reception sidings have been secured out of use and all associated signalling disconnected.

(40)

\* \* POLMADIE - The Down Clydesdale goods line, the Down Through sidings and the Down Holding sidings, previously secured out of use, have been reinstated.

A security compound has been provided on Nos.1 and 2 Through sidings with gates at both ends which are normally secured in the open position.

The former No.3 Through siding has been removed together with associated signalling and No.4 Through siding has been redesignated No.3 Through siding.

The application of Down Fast signal G815 has been altered as follows :-

Signal	Aspect	Route Indication where provided	Application To or Towards
G815	Main	-	G785
	Main	Position 1 Junction	G789
		Route Indicator	
	Position light	Position 1 Junction	Down Clydesdale
		Route Indicator	
	Position light	X	Up Clydesdale
	Position light	1	No.1 Through siding
	Position light	2	No.2 Through siding
Position light	3	No.3 Through siding	

Ground position light signals G800, G798 and G794 control movements from Nos.1, 2 and 3 Through sidings, at the Rutherglen end, respectively and apply as follows :-

To Up slow - indication 'S'  
To Down slow - indication 'X'  
To Up fast - indication 'F'

Telephones with black and white striped signs have been provided at signals G800, G798 and G794.

(38)

LOWER CRIANLARICH - A buffer stop has been erected on the yard line (former Timber sidings) 400 yards from the ground frame controlled connection with the single line.

(39)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\* \* BAY HORSE

\*

Bay Horse North and South mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Preston PSB have been mounted on a signalling apparatus case situated mid-way between the crossovers on the Downside of the line.

(OD14/87/80)

(38)

BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - The AWS track equipment associated with Down Maryhill line signal C52 has been repositioned 82 yards farther from the signal.

(39)

BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - New stations, each with side platforms 120 yards long, have been opened on the Up and Down Maryhill lines as follows :-

Station designation	Mileage
ASHFIELD	7 miles 1520 yards
POSSILPARK AND PARKHOUSE	7 miles 500 yards
LAMBHILL	6 miles 810 yards
SUMMERSTON	6 miles 100 yards
MARYHILL	5 miles 1250 yards

2 and 4 car stop markers have been provided on each platform, at each station.

(39)

KNIGHTSWOOD NORTH JN - Stop car marker boards have been provided, on left of drivers, on the Down Slinger line to assist drivers of multiple unit trains from the Down Maryhill line to correctly position their trains prior to reversal within signal YH530.

The stop car marker boards are post mounted at a height of 3 feet above rail level located as under :-

BOARD	DISTANCE FROM SIGNAL YH530
2 car	195 feet
4 car	342 feet

(39)

\* \* BETWEEN SINGER AND DUMBARTON EAST - Viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above line of route.

Drivers should note that, where necessary, 3/6 car stop boards have been repositioned.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\*\* BETWEEN SINGER AND DUMBARTON EAST - continued

\*

Equipment detail and location are as follows :-

Station	Platform	Viewing Equipment Location	Stop	View
Singer	No.1 Up	2 Monitors 12M from top of ramp	3 & 6 Car	Forward
	No.2 Down	1 Monitor 91.8M from top of ramp	3 Car	Forward
		2 Monitors 30.4M from top of ramp	6 Car	Forward
Kilpatrick	No.1 Up	1 Monitor 64.1M from top of ramp	3 Car	Forward
		2 Monitors 3.1M from top of ramp	6 Car	Forward
	No.2 Down	2 Monitors 24.2M from top of ramp	3 & 6 Car	Side
Bowling	No.1 Up	2 Monitors 6.5M from top of ramp	3 & 6 Car	Side
	No.2 Down	4 x 3 Mirror 3.1M from top of ramp		
Dumbarton East	No.2 Down	4 x 3 Mirror 36.3M from top of ramp	3 & 6 Car	

(38)

PLEAN - The main line facing crossover and the connection Up main to Up sidings (S.T.P Sidings and Loading platform) have been temporarily secured out of use, set for movements along the Up and Down main lines, and along the Up main line, respectively.

(40)

POLMAISE - The connection Up main to No.1 South Up Siding has been temporarily secured out of use, set for movements along the Up main line.

(40)

PERTH UP CARRIAGE SIDINGS - A new method of working during the period carriage cleaning is taking place has been introduced and a specially designed Stop board provided at the entrance to the Up carriage sidings, on right of drivers proceeding to the sidings, adjacent to outgoing signal P134. The Stop board is capable of either displaying "Stop - Await Instructions" or having a blank display. The method of working is detailed in Section D of this notice.

(40)

FORTH BRIDGE - The permanent differential speed restriction of 20/40 mph on the Up line in the RIGHT direction over the Forth Bridge (between 11m 450 yards and 9m 950 yards) has been Altered to become 20/50 mph.

The permanent speed restriction over the Up line in the WRONG direction remains at 20 mph.

The permanent speed restrictions in the Right and Wrong direction over the Down line remain unaltered.

Note These permanent speed restrictions appear, as amended above in the 'new format' re-issued page of the Sectional Appendix, Table A (Part 10, page 10.9).

Consequently there is no Sectional Appendix, Table A amendment for the Forth Bridge in this Notice.

(40)

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

DUNKELD AND BIRNAM - A Trainmen's telephone has been provided on the Up platform (at the north end of the station building) in connection with the Rule Book Section H, clause 6.7 instructions.

(Note - this telephone was previously published as being provided at the south end of this station building, but was never commissioned).

(39)

\*\* BETWEEN BLAIR ATHOLL AND DALWHINNIE - A lineside telephone with a PABX dialling facility has been provided at 56 miles 880 yards.

(38)

\*\* BETWEEN DALWHINNIE AND NEWTONMORE - Lineside telephones with PABX dialling facilities have been provided at 68 miles 440 yards and at 68 miles 1320 yards.

(38)

\*\* BETWEEN MOY AND CRADLEHALL - A lineside telephone with a PABX dialling facility has been provided at 113 m.p.

(38)

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 18 DECEMBER - CORKERHILL CSMD - The existing two lever ground frame which operates the trailing connection No.1 Reception siding to No.4 Departure siding will be renewed 60 yards nearer the Shunter's Bothy to become a five lever ground frame, under the control of the Shunter, capable of operating both the existing trailing connection and the new facing connection between these lines, previously provided and secured out of use. The new facing connection will, accordingly, be brought into use.

The telephone associated with the ground frame will be repositioned accordingly, and the existing telephone in the vicinity of the ground frame, situated between No.1 Reception siding and No.4 Departure siding, will be removed.

Two 2/3 car stop markers will be provided, one on No.4 Departure siding, on left of drivers, immediately on the approach to the new connection, and one on No.1 Reception siding, on left of drivers, immediately on the approach to the new connection.

A reflectorised STOP board will be provided on No.1 Reception siding, on right of drivers proceeding back along No.1 Reception siding and located 75 yards on the Shields Junction side of the new 2/3 car stop marker on this line. This "Stop" board applies only to drivers of trains on No.1 Reception siding.

The following new, unwired depot lines will be brought into use :-

A line passing through the Maintenance Shed, connected by hand points to No.1 Reception siding and No.4 Departure siding and to No.4 Shed Road, at the country end.

A line, adjacent to the above new line, connected by hand points from No.1 Reception siding, buffer-ended at the country end, beyond the Maintenance Shed.

(See Section D of This Notice)

(42)

MONDAY 20 DECEMBER - EDINBURGH WAVERLEY MOTORAIL SIDINGS - From 10 00 hours, warning and stop boards, relevant to electric trains, will be erected at certain areas within the Motorail sidings.

The details are as follows :-

<u>Location</u>	<u>Description</u>
Suspended above overhead wires at electrical structure E632/8, located at entrance to the Motorail Sidings, applicable to both roads.	"Electric Trains Must Not Pass Next Structure" board measuring three feet wide by one foot high.
Attached to electrical structure E632/8, located at entrance to Motorail Sidings, applicable to both roads.	"Electric Trains Must Not Pass Next Structure" board, measuring two feet by two feet.
At Limiting Point for electric trains, suspended above overhead wires at electrical structure E632/10, located approximately twenty yards from buffer-ends, applicable to both roads.	"Electric Trains Stop" board, measuring three feet wide by one foot high.

(See Section D of this Notice)

(42)

# Weekly Operating Notice

39/40

THIS BOOK CONTAINS NOTICES FOR TWO WEEKS

Containing

- Temporary Speed Restrictions
- Temporary Engineering Works
- Signalling and Permanent Way Alterations
- General Instructions and Notices

**SATURDAY 18 DECEMBER 1993  
TO  
FRIDAY 31 DECEMBER 1993  
INCLUSIVE**



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

- \*\* POLMADIE - Nos.1 - 3 Reception sidings have been secured out of use and all associated signalling disconnected.

(40)

BETWEEN KIRKNEWTON AND CURRIEHILL (CURRIEHILL CROSSING AT 94 MILES 1320 YARDS) - The telephones situated at this crossing for the use of the public, and trainmen in an emergency, have been removed.

(See Section D of this Notice)

(41)

- \*\* LOWER CRIANLARICH - A buffer stop has been erected on the yard line (former Timber sidings) 400 yards from the ground frame controlled connection with the single line.

(39)

- \*\* BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - The AWS track equipment associated with Down Maryhill line signal C52 has been repositioned 82 yards farther from the signal.

(39)

- \*\* BETWEEN COWLAIRS NORTH JN AND KNIGHTSWOOD NORTH JN - New stations, each with side platforms 120 yards long, have been opened on the Up and Down Maryhill lines as follows :-

<u>Station designation</u>	<u>Mileage</u>
ASHFIELD	7 miles 1520 yards
POSSILPARK AND PARKHOUSE	7 miles 500 yards
LAMBHILL	6 miles 810 yards
SUMMERSTON	6 miles 100 yards
MARYHILL	5 miles 1250 yards

2 and 4 car stop markers have been provided on each platform, at each station.

(39)

- \*\* KNIGHTSWOOD NORTH JN - Stop car marker boards have been provided, on left of drivers, on the Down Singer line to assist drivers of multiple unit trains from the Down Maryhill line to correctly position their trains prior to reversal within signal YH530.

The stop car marker boards are post mounted at a height of 3 feet above rail level located as under :-

<u>BOARD</u>	<u>DISTANCE FROM SIGNAL YH530</u>
2 car	195 feet
4 car	342 feet

(39)

- \*\* PLEAN - The main line facing crossover and the connection Up main to Up sidings (S.T.P Sidings and Loading platform) have been temporarily secured out of use, set for movements along the Up and Down main lines, and along the Up main line, respectively.

(40)

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

- \*\* POLMAISE - The connection Up main to No.1 South Up Siding has been temporarily secured out of use, set for movements along the Up main line.

(40)

- \*\* PERTH UP CARRIAGE SIDINGS - A new method of working during the period carriage cleaning is taking place has been introduced and a specially designed Stop board provided at the entrance to the Up carriage sidings, on right of drivers proceeding to the sidings, adjacent to outgoing signal P134. The Stop board is capable of either displaying "Stop - Await Instructions" or having a blank display. The method of working is detailed in Section D of this notice.

(40)

DRUMGELLOCH TO HELENSBURGH AND HYNDLAND EAST JN TO DALMUIR (VIA YOKER) - Viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above mentioned lines of route.

Drivers should note that, where necessary, 3/6 car stop boards have been repositioned.

Equipment detail and location are as follows :-

<u>Station</u>	<u>Platform</u>	<u>Viewing Equipment Location</u>	<u>Stop</u>	<u>View</u>
Shettleston	No.2 Up	4 x 3 Mirror 4.7M from top of ramp	3 & 6 Car	
	No.1 Down	4 x 3 Mirror 1.8M from top of ramp	3 & 6 Car	
Bellgrove	No.1 Down	2 Monitors 8.7M from top of ramp	3 & 6 Car	Forward
	No.2 Up	4 x 3 Mirror 65.7M from top of ramp	3 Car	
Anniesland	No.1 Up	2 Monitors 5.8M from top of ramp	3 & 6 Car	Forward
	No.2 Down	1 Monitor 64.1M from top of ramp 2 Monitors 2.2M from top of ramp	3 Car 6 Car	Forward Forward
Drumchapel	No.1 Up	2 Monitors 3.6M from top of ramp	3 & 6 Car	Forward
Dumbarton Central	No.1 Up	2 Monitors 52.4M from top of ramp	3 & 6 Car	Side
	No.2 Down	3 Monitors 42.4M from top of ramp	3 & 6 Car	Forward
Scotstounhill	No.1 Up	1 Monitor 65M from top of ramp 2 Monitors 3.3M from top of ramp	3 Car 6 Car	Forward Forward
	No.2 Down	2 Monitors 2.4M from top of ramp	3 & 6 Car	Forward

(41)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

- \* \* FORTH BRIDGE - The permanent differential speed restriction of 20/40 mph on the
- \* Up line in the RIGHT direction over the Forth Bridge (between 11m 450 yards and 9m 950 yards) has been Altered to become 20/50 mph.

The permanent speed restriction over the Up line in the WRONG direction remains at 20 mph.

The permanent speed restrictions in the Right and Wrong direction over the Down line remain unaltered.

Note These permanent speed restrictions appear, as amended above in the 'new format' re-issued page of the Sectional Appendix, Table A (Part 10, page 10.9).

Consequently there is no Sectional Appendix, Table A amendment for the Forth Bridge in this Notice.

(40)

- \* \* DUNKELD AND BIRNAM - A Trainmen's telephone has been provided on the Up platform
- \* (at the north end of the station building) in connection with the Rule Book Section H, clause 6.7 instructions.

(Note - this telephone was previously published as being provided at the south end of this station building, but was never commissioned).

(39)

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# Weekly Operating Notice

41

## Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 1 JANUARY 1994  
TO  
FRIDAY 7 JANUARY 1994  
INCLUSIVE**

SCOTRAIL



### 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 3 JANUARY - HARDENDALE QUARRY SIDINGS - From 08 00 hours the Overhead Line Equipment from structure CVQ10 through to structure CVQ29 (the end of Quarry Sidings) will be removed.

An Electric Loco stop board will be positioned on structure CVQ10. (OP4/RA/W.6832) (44)

#### DETAILS OF WORK ALREADY CARRIED OUT

\* \* BETWEEN KIRKNEWTON AND CURRIEHILL (CURRIEHILL CROSSING AT 94 MILES \* 1320 YARDS) - The telephones situated at this crossing for the use of the public, and trainmen in an emergency, have been removed.

(See Section D of this Notice) (41)

CORKERHILL CSMD - The two lever ground frame which operates the trailing connection No.1 Reception siding to No.4 Departure siding has been renewed 60 yards nearer the Shunter's Bothy as a five lever ground frame, under the control of the Shunter, capable of operating both the existing trailing connection and the new facing connection between these lines which has been brought into use.

The telephone associated with the ground frame has been repositioned accordingly, and the existing telephone in the vicinity of the ground frame, situated between No.1 Reception siding and No.4 Departure siding, has been removed.

Two 2/3 car stop markers have been provided, one on No.4 Departure siding, on left of drivers, immediately on the approach to the new connection, and one on No.1 Reception siding, on left of drivers, immediately on the approach to the new connection.

A reflectorised STOP board has been provided on No.1 Reception siding, on right of drivers proceeding back along No.1 Reception siding and located 75 yards on the Shields Junction side of the new 2/3 car stop marker on this line. This "Stop" board applies only to drivers of trains on No.1 Reception siding.

The following new, unwired depot lines have been brought into use :-

A line passing through the Maintenance Shed, connected by hand points to No.1 Reception siding and No.4 Departure siding, and to No.4 Shed Road at the country end.

A line, adjacent to the above new line, connected by hand points from No.1 Reception siding, buffer-ended at the country end, beyond the Maintenance Shed.

(See Section D of This Notice) (42)

EDINBURGH WAVERLEY MOTORAIL SIDINGS - Warning and stop boards, relevant to electric trains, have been erected at certain areas within the Motorail sidings.

The details are as follows :-

Location	Description
Suspended above overhead wires at electrical structure E632/8, located at entrance to the Motorail Sidings, applicable to both roads.	"Electric Trains Must Not Pass Next Structure" board measuring three feet wide by one foot high.



SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

EDINBURGH WAVERLEY MOTORAIL SIDINGS - continued

<u>Location</u>	<u>Description</u>
Attached to electrical structure E632/8, located at entrance to Motorail Sidings, applicable to both roads.	"Electric Trains Must Not Pass Next Structure" board, measuring two feet by two feet.
At Limiting Point for electric trains, suspended above overhead wires at electrical structure E632/10, located approximately twenty yards from buffer-ends, applicable to both roads.	"Electric Trains Stop" board, measuring three feet wide by one foot high.

(See Section D of this Notice)

(42)

\* \* DRUMGELLOCH TO HELENSBURGH (VIA SINGER) AND HYNDLAND EAST JN TO  
 \* DALMUIR (VIA YOKER) - Viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above mentioned lines of route.

Drivers should note that, where necessary, 3/6 car stop boards have been repositioned.

Equipment detail and location are as follows :-

<u>Station</u>	<u>Platform</u>	<u>Viewing Equipment Location</u>	<u>Stop</u>	<u>View</u>
Shettleston	No.2 Up	4 x 3 Mirror 4.7M from top of ramp	3 & 6 Car	
	No.1 Down	4 x 3 Mirror 1.8M from top of ramp	3 & 6 Car	
Bellgrove	No.1 Down	2 Monitors 8.7M from top of ramp	3 & 6 Car	Forward
	No.2 Up	4 x 3 Mirror 65.7M from top of ramp	3 Car	
Anniesland	No.1 Up	2 Monitors 5.8M from top of ramp	3 & 6 Car	Forward
	No.2 Down	1 Monitor 64.1M from top of ramp 2 Monitors 2.2M from top of ramp	3 Car 6 Car	Forward Forward
Drumchapel	No.1 Up	2 Monitors 3.6M from top of ramp	3 & 6 Car	Forward
Dumbarton Central	No.1 Up	2 Monitors 52.4M from top of ramp	3 & 6 Car	Side
	No.2 Down	3 Monitors 42.4M from top of ramp	3 & 6 Car	Forward

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* DRUMGELLOCH TO HELENSBURGH (VIA SINGER) AND HYNDLAND EAST JN TO  
 \* DALMUIR (VIA YOKER) - continued

<u>Station</u>	<u>Platform</u>	<u>Viewing Equipment Location</u>	<u>Stop</u>	<u>View</u>
Scotstounhill	No.1 Up	1 Monitor 65M from top of ramp 2 Monitors	3 Car	Forward
	No.2 Down	3.3M from top of ramp 2 Monitors 2.4M from top of ramp	6 Car 3 & 6 Car	Forward Forward

(41)

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# Weekly Operating Notice

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## Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 8 JANUARY 1994  
TO  
FRIDAY 14 JANUARY 1994  
INCLUSIVE**

SCOTRAIL



## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

#### CORKERHILL CSMD

The work previously detailed under this heading for Saturday 18 December has NOT been carried out, and is postponed until further notice. (45)

#### PERTH

The double to single connection on the Dundee loop lines, at the Hilton Jn end, has been temporarily secured out of use, until further notice, set for movements along the Up Dundee loop line. (16/12/93)

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

SUNDAY 9 JANUARY - NEWTON - The Up main line Limit of Shunt indicator (M135) will be removed together with the position light aspect and stencil route indicator on Down main line Signal M139. (45)

TUESDAY 11 JANUARY - BETWEEN AUCHTERORDER SB AND DUNNING SB - BROADSLAP CROSSING (141 MILES 44 YARDS) - Telephones for the use of the public will be provided at this crossing, and these will be available for the use of trainmen in an emergency.

(See Section D of this Notice) (45)

#### DETAILS OF WORK ALREADY CARRIED OUT

HARDENDALE QUARRY SIDINGS - The Overhead Line Equipment from structure CVQ10 through to structure CVQ29 (the end of Quarry Sidings) has been removed.

An Electric Loco stop board has been positioned on structure CVQ10. (OP4/RA/W.6832) (44)

\* \* EDINBURGH WAVERLEY MOTORAIL SIDINGS - Warning and stop boards, relevant to  
\* electric trains, have been erected at certain areas within the Motorail sidings.

The details are as follows :-

<u>Location</u>	<u>Description</u>
Suspended above overhead wires at electrical structure E632/8, located at entrance to the Motorail Sidings, applicable to both roads.	"Electric Trains Must Not Pass Next Structure" board measuring three feet wide by one foot high.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued\*\* EDINBURGH WAVERLEY MOTORAIL SIDINGS - continued

\*

<u>Location</u>	<u>Description</u>
Attached to electrical structure E632/8, located at entrance to Motorail Sidings, applicable to both roads.	"Electric Trains Must Not Pass Next Structure" board, measuring two feet by two feet.
At Limiting Point for electric trains, suspended above overhead wires at electrical structure E632/10, located approximately twenty yards from buffer-ends, applicable to both roads.	"Electric Trains Stop" board, measuring three feet wide by one foot high.
<u>(See Section D of this Notice)</u>	(42)

SECTION D GENERAL INSTRUCTIONS AND NOTICES - continuedSCOTTISH SECTIONAL APPENDIX DATED DECEMBER 1993 - continuedPART 7 - DRUMGELLOCH TO HELENSBURGH (VIA SINGER)

Page 7.37

LOCAL INSTRUCTIONS - BALLOCHFRICITION BUFFER STOPS

Amend first paragraph to read :-

Drivers of trains working into Balloch station must not allow their trains to come into contact with these buffers in the ordinary course of working.

(11/12/93)

PART 10 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

Page 10.62

LOCAL INSTRUCTIONS - ROSYTH DOCKYARD

Amend item under this heading to read:-

Murray Road level crossing - Drivers must stop short of this level crossing and not proceed over it until authorised to do so by the MOD handsignalman.

Movements within the Dockyard - A member of the Dockyard staff will meet each incoming movement at Murray Road level crossing and control the movement within the Dockyard area. The Rule Book, Section J, is modified accordingly.

Trainmen must work to the instructions of the member of the Dockyard staff whilst within the Dockyard area and the guard must exhibit the necessary handsignals to the driver.

If, during shunting, it is necessary for the BR locomotive to enter No.5 siding, trainmen must ensure that the movement does not proceed beyond the notice board on the approach to the weighbridge.

(8/1/94)

Page 10.63

LOCAL INSTRUCTIONS - AUCHMUTY TO MARKINCH  
DOWN SIDINGS GF (GOODS LINE)

Amend first paragraph to read:-

Yard working applies between the ground frame connection near Markinch station and the notice board situated on the single line ½ mile beyond Markinch station.

(18/12/93)

# Weekly Operating Notice

43

## Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 15 JANUARY 1994  
TO  
FRIDAY 21 JANUARY 1994  
INCLUSIVE**



## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

**ABERDEEN STATION** - Due to necessary remedial work on platform 6 (North end) the following temporary arrangements apply until further notice :-

Two temporary buffer stops have been provided at the north end of platform 6, which are 36 yards apart, and both located between Up direction signal A94 and Down direction signal A97 so as to give a standage of 71 yards inside signal A94.

The points giving access to platforms 6 and 7 at the north end of the station have been set and secured for movements to and from platform No.7.

Platform 6 has, accordingly, been put out of use between the buffer stop nearer signal A94 and these points.

Signal A97, located on the out of use portion of platform 6, has been altered so as not to display any aspect.

Platform 7 (Down direction) signal A89 (main and position light) has been altered so as to be capable of displaying a route only to platform 7. The signalman at Aberdeen box must not authorise any movement to pass this signal at danger and proceed towards the temporary buffer stop on platform 6, except as detailed below.

Platform 6 (Down direction) signal A91 is not capable of displaying a main proceed aspect. The position light aspect of A91 must not be cleared by the signalman at Aberdeen box, nor must any movement be authorised to pass this signal at danger, except for the following daily movements :-

The locomotive rounding movements associated with the passenger train carrying reporting No.1S79.

The propelling movement required by the passenger train carrying reporting No.1M12.

Any other movements from Signal A91 or any movement requiring to proceed towards the temporary buffer stop on Platform 6 from Signal A89 must be specially authorised by the Signalling & Performance Officer, North or his nominated representative, to the Signalman at Aberdeen.

(45)

### DETAILS OF WORK REFERRED TO IN SECTION B

**SATURDAY 15 JANUARY - MILNTHORPE** - The facing and trailing crossovers worked from Milnthorpe emergency ground frames will be temporarily taken out of use.

(OD14/93/19) (46)

### DETAILS OF WORK ALREADY CARRIED OUT

**NEWTON** - The Up main line Limit of Shunt indicator (M135) has been removed together with the position light aspect and stencil route indicator on Down main line signal M139.

(45)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CORKERHILL CSMD

The work previously detailed under this heading for Saturday 18 December has NOT been carried out, and is postponed until further notice.

(45)

BETWEEN AUCHTERARDER SB AND DUNNING SB - BROADSLAP CROSSING

(141 MILES 40 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(45)

\* \* PERTH

\*

The double to single connection on the Dundee loop lines, at the Hilton Jn end, has been temporarily secured out of use, until further notice, set for movements along the Up Dundee loop line.

(43)

HARDENDALE QUARRY SIDINGS - The Overhead Line Equipment from structure CVQ10 through to structure CVQ29 (the end of Quarry Sidings) has been removed.

An Electric Loco stop board has been positioned on structure CVQ10.

(OP4/RA/W.6832)

(44)

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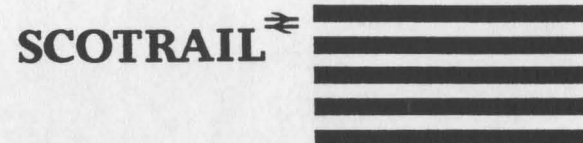
# Weekly Operating Notice

44

## Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 22 JANUARY 1994  
TO  
FRIDAY 28 JANUARY 1994  
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

N11

#### DETAILS OF WORK ALREADY CARRIED OUT

NEWTON - The Up main line Limit of Shunt indicator (M135) has been removed together with the position light aspect and stencil route indicator on Down main line signal M139.

(45)

MILNTHORPE - The facing and trailing crossovers worked from Milnthorpe emergency ground frames have been temporarily taken out of use.

(OD14/93/19) (46)

\* \* HARDENDALE QUARRY SIDINGS - The Overhead Line Equipment from structure CVQ10  
\* through to structure CVQ29 (the end of Quarry Sidings) has been removed.

An Electric Loco stop board has been positioned on structure CVQ10.

(OP4/RA/W.6832) (44)

#### BETWEEN AUCHTERARDER SB AND DUNNING SB - BROADSLAP CROSSING

(141 MILES 40 YARDS) - Telephones for the use of the public have been provided at this crossing, and these are available for the use of trainmen in an emergency.

(See Section D of this Notice)

(45)

ABERDEEN STATION - Due to necessary remedial work on platform 6 (North end) the following temporary arrangements apply until further notice :-

Two temporary buffer stops have been provided at the north end of platform 6, which are 36 yards apart, and both located between Up direction signal A94 and Down direction signal A97 so as to give a standage of 71 yards inside signal A94.

The points giving access to platforms 6 and 7 at the north end of the station have been set and secured for movements to and from platform No.7.

Platform 6 has, accordingly, been put out of use between the buffer stop nearer signal A94 and these points.

Signal A97, located on the out of use portion of platform 6, has been altered so as not to display any aspect.

Platform 7 (Down direction) signal A89 (main and position light) has been altered so as to be capable of displaying a route only to platform 7. The signaller at Aberdeen box must not authorise any movement to pass this signal at danger and proceed towards the temporary buffer stop on platform 6, except as detailed below.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ABERDEEN STATION - continued

Platform 6 (Down direction) signal A91 is not capable of displaying a main proceed aspect. The position light aspect of A91 must not be cleared by the signalman at Aberdeen box, nor must any movement be authorised to pass this signal at danger, except for the following daily movements :-

The locomotive rounding movements associated with the passenger train carrying reporting No.1S79.

The propelling movement required by the passenger train carrying reporting No.1M12.

Any other movements from signal A91 or any movement requiring to proceed towards the temporary buffer stop on Platform 6 from signal A89 must be specially authorised by the Signalling & Performance Officer, North or his nominated representative, to the signalman at Aberdeen.

(45)

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# Weekly Operating Notice

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45

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 29 JANUARY 1994  
TO  
FRIDAY 4 FEBRUARY 1994  
INCLUSIVE**

SCOTRAIL<sup>®</sup>





# Weekly Operating Notice

46

## Containing

- Temporary Speed Restrictions
- Temporary Engineering Works
- Signalling and Permanent Way Alterations
- General Instructions and Notices

**SATURDAY 5 FEBRUARY 1994  
TO  
FRIDAY 11 FEBRUARY 1994  
INCLUSIVE**



## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BETWEEN BURNSIDE AND KIRKHILL - The radio channel change board (for Channel 21) on the Up Kirkhill line, located 440 yards on the Kirkhill side of signal C18, has been repositioned nearer Kirkhill, affixed to the overhead line structure immediately on the Cathcart side of Overbridge No.155.

A supplementary rectangular notice board, worded "MANUAL CHANGE", with black lettering on a white background has been affixed to the same structure, immediately below the channel change board.

(49)

PERTH - The double to single connection on the Dundee loop lines, at the Hilton Jn end, previously secured out of use, has been reinstated.

(49)

### DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 FEBRUARY - KILMARNOCK STATION - No.1 Dock platform will be put out of use, and the points giving access thereto set and secured for movements to and from No.2 Dock platform.

All staff to note that pedestrian access to No.1 Dock platform, other than by Civil Engineer's staff for essential inspection/maintenance purposes, is prohibited, because of the unsafe condition of an adjacent building.

(49)

SUNDAY 6 FEBRUARY - BETWEEN SMITHY LYE AND SHIELDS JN - The main line trailing crossover, situated between Down direction signals G206/G207 and Up direction signal G208 will be temporarily secured out of use until further notice.

(49)

SUNDAY 6 FEBRUARY - WEMYSS BAY STATION - No.2 platform line, previously put out of use, will be reinstated.

No.1 platform line will, again, be temporarily put out of use with the points giving access thereto set and secured for movements to or from No.2 platform line.

This supersedes the entry in PON46D, page 125.

(49)

FROM MONDAY 7 FEBRUARY UNTIL FRIDAY 11 FEBRUARY - EASTFIELD - All shed roads/sidings within the former depot will be put out of use except as detailed below :-

#### Glasgow end

Roads 1-4 (former Shed roads) and the adjacent buffer-ended siding.  
Former Pump House buffer-ended siding.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedFROM MONDAY 7 FEBRUARY UNTIL FRIDAY 11 FEBRUARY - EASTFIELD - continuedEdinburgh end

## Headshunt.

Connecting line between No.2 goods loop and headshunt.

Connecting line between the Ingoing Road and headshunt (former Fuelling road).

During this period, buffer stops will be progressively provided on roads 1-4, 8 yards from the Glasgow end of the former Maintenance Shed.

(49)

DETAILS OF WORK ALREADY CARRIED OUT

CARLUKE STATION - The Up platform (No.2) has been permanently shortened by 57 yards at the Motherwell end, leaving a total length of 144 yards in use.

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

(48)

NEWTON - The work described and illustrated in the Special Notice headed "NEWTON - REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS", dated January 1994, 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).

(48)

CORKERHILL CSMD - The existing two lever ground frame which operates the trailing connection No.1 Reception siding to No.4 Departure siding has been renewed 60 yards nearer the Shunter's Bothy to become a five lever ground frame, under the control of the shunter, capable of operating both the existing trailing connection and the new facing connection between these lines, previously provided and secured out of use. The new facing connection has, accordingly, been brought into use.

The telephone associated with the ground frame has been repositioned accordingly, and the existing telephone in the vicinity of the ground frame, situated between No.1 Reception siding and No.4 Departure siding, has been removed.

Two 2/3 car stop markers have been provided, one on No.4 Departure siding, on left of drivers, immediately on the approach to the new connection, and one on No.1 Reception siding, on left of drivers, immediately on the approach to the new connection.

A reflectorised STOP board has been provided on No.1 Reception siding, on right of drivers proceeding back along No.1 Reception siding and located 75 yards on the Shields Junction side of the new 2/3 car stop marker on this line. This "Stop" board applies only to drivers of trains on No.1 Reception siding.

The following new, unwired depot lines have been brought into use :-

A line passing through the Maintenance Shed, connected by hand points to No.1 Reception siding and No.4 Departure siding and to No.4 Shed Road, at the country end.

A line, adjacent to the above new line, connected by hand points from No.1 Reception siding, buffer-ended at the country end, beyond the Maintenance Shed.

(See Section D of this Notice)

(48)

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

BETWEEN CRAIGO AND LAURENCEKIRK - The existing permanent speed restriction of 75mph (all trains) on the Down line between 33 miles 570 yards/203 miles 240 yards (mileage change) and 208 miles 440 yards has been altered to be 75mph (all trains) between 33 miles 570 yards/203 miles 240 yards (mileage change) and 206 miles 920 yards.

A new permanent speed restriction of 90mph (all trains) has been introduced on the Down line between 206 miles 920 yards and 208 miles 440 yards.

(NOTE - The existing differential permanent speed restriction of 90 mph (non HST); 100 mph (HST) on the Down line between 208 miles 440 yards and 214 miles 380 yards still applies).

(See Section D of this Notice)

(48)

BETWEEN LAURENCEKIRK AND CARMONT - The existing differential permanent speed restriction of 75mph (non HST); 85mph (HST) on the Down line between 215 miles 440 yards and 216 miles has been removed. The existing permanent speed restriction of 85mph (all trains) on the Down line between 216 miles and 217 miles 1390 yards has been removed.

The existing permanent speed restriction of 85mph (all trains) on the Down line between 214 miles 380 yards and 215 miles 440 yards has been altered to be 85mph (all trains) between 214 miles 380 yards and 217 miles 1390 yards.

(See Section D of this Notice).

(48)

PITLOCHRY - The ground disc signal situated between the Up and Down loops and applying towards Up Siding has been renewed at the same location as a ground position light signal, application unaltered.

(48)

MILNTHORPE

Milnthorpe No.1 and 2 mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Carlisle PSB, have been mounted on a signalling apparatus case situated mid-way between the crossovers on the downside of the line.

(OD14/93/19)

(48)

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(PRIVATE and not for publication)

SAFETY, STDS, + SYSTEMS MGR  
RM 323

BR31015

# Weekly Operating Notice

47

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

SATURDAY 12 FEBRUARY 1994  
TO  
FRIDAY 18 FEBRUARY 1994  
INCLUSIVE

SCOTRAIL



WON47-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

BENHAR JN - The connection Up Shotts to CE sidings has been secured out of use and all associated signal routes disconnected.

(50)

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

NIL.

#### DETAILS OF WORK ALREADY CARRIED OUT

CARLUKE STATION - The Up platform (No.2) has been permanently shortened by 57 yards at the Motherwell end, leaving a total length of 144 yards in use.

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

(48)

NEWTON - The work described and illustrated in the Special Notice headed "NEWTON - REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS", dated January 1994, 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).

(48)

BETWEEN BURNSIDE AND KIRKHILL - The radio channel change board (for Channel 21) on the Up Kirkhill line, located 440 yards on the Kirkhill side of signal C18, has been repositioned nearer Kirkhill, affixed to the overhead line structure immediately on the Cathcart side of Overbridge No.155.

A supplementary rectangular notice board, worded "MANUAL CHANGE", with black lettering on a white background has been affixed to the same structure, immediately below the channel change board.

(49)

KILMARNOCK STATION - No.1 Dock platform has been put out of use, and the points giving access thereto set and secured for movements to and from No.2 Dock platform.

All staff to note that pedestrian access to No.1 Dock platform, other than by Civil Engineer's staff for essential inspection/maintenance purposes, is prohibited, because of the unsafe condition of an adjacent building.

(49)

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

CORKERHILL CSMD - The existing two lever ground frame which operates the trailing connection No.1 Reception siding to No.4 Departure siding has been renewed 60 yards nearer the Shunter's Bothy to become a five lever ground frame, under the control of the shunter, capable of operating both the existing trailing connection and the new facing connection between these lines, previously provided and secured out of use. The new facing connection has, accordingly, been brought into use.

The telephone associated with the ground frame has been repositioned accordingly, and the existing telephone in the vicinity of the ground frame, situated between No.1 Reception siding and No.4 Departure siding, has been removed.

Two 2/3 car stop markers have been provided, one on No.4 Departure siding, on left of drivers, immediately on the approach to the new connection, and one on No.1 Reception siding, on left of drivers, immediately on the approach to the new connection.

A reflectorised STOP board has been provided on No.1 Reception siding, on right of drivers proceeding back along No.1 Reception siding and located 75 yards on the Shields Junction side of the new 2/3 car stop marker on this line. This "Stop" board applies only to drivers of trains on No.1 Reception siding.

The following new, unwired depot lines have been brought into use :-

A line passing through the Maintenance Shed, connected by hand points to No.1 Reception siding and No.4 Departure siding and to No.4 Shed Road, at the country end.

A line, adjacent to the above new line, connected by hand points from No.1 Reception siding, buffer-ended at the country end, beyond the Maintenance Shed.

(See Section D of this Notice)

(48)

WEMYSS BAY STATION - No.2 platform line, previously put out of use, has been reinstated.

No.1 platform line has, again, been temporarily put out of use with the points giving access thereto set and secured for movements to or from No.2 platform line.

This supersedes the entry in PON46D, page 125.

(49)

PERTH - The double to single connection on the Dundee loop lines, at the Hilton Jn end, previously secured out of use, has been reinstated.

(49)

BETWEEN SMITHY LYE AND SHIELDS JN - The main line trailing crossover, situated between Down direction signals G206/G207 and Up direction signal G208 has been temporarily secured out of use until further notice.

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

EASTFIELD - All shed roads/sidings within the former depot have been put out of use except as detailed below :-

Glasgow end

Roads 1-4 (former Shed roads) and the adjacent buffer-ended siding.  
Former Pump House buffer-ended siding.

Edinburgh end

Headshunt.  
Connecting line between No.2 goods loop and headshunt.  
Connecting line between the Ingoing Road and headshunt (former Fuelling road).

Buffer stops have been provided on roads 1-4, 8 yards from the Glasgow end of the former Maintenance Shed.

(49)

BETWEEN CRAIGO AND LAURENCEKIRK - The existing permanent speed restriction of 75mph (all trains) on the Down line between 33 miles 570 yards/203 miles 240 yards (mileage change) and 208 miles 440 yards has been altered to be 75mph (all trains) between 33 miles 570 yards/203 miles 240 yards (mileage change) and 206 miles 920 yards.

A new permanent speed restriction of 90mph (all trains) has been introduced on the Down line between 206 miles 920 yards and 208 miles 440 yards.

(NOTE - The existing differential permanent speed restriction of 90 mph (non HST); 100 mph (HST) on the Down line between 208 miles 440 yards and 214 miles 380 yards still applies).

(See Section D of this Notice)

(48)

BETWEEN LAURENCEKIRK AND CARMONT - The existing differential permanent speed restriction of 75mph (non HST); 85mph (HST) on the Down line between 215 miles 440 yards and 216 miles has been removed. The existing permanent speed restriction of 85mph (all trains) on the Down line between 216 miles and 217 miles 1390 yards has been removed.

The existing permanent speed restriction of 85mph (all trains) on the Down line between 214 miles 380 yards and 215 miles 440 yards has been altered to be 85mph (all trains) between 214 miles 380 yards and 217 miles 1390 yards.

(See Section D of this Notice).

(48)

PITLOCHRY - The ground disc signal situated between the Up and Down loops and applying towards Up Siding has been renewed at the same location as a ground position light signal, application unaltered.

(48)

MILNTHORPE

Milnthorpe No.1 and 2 mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Carlisle PSB, have been mounted on a signalling apparatus case situated mid-way between the crossovers on the downside of the line.

(OD14/93/19) (48)

(PRIVATE and not for publication)

SAFETY, STDS + SYSTEMS MGR  
RM 323

BR31015  
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# Weekly Operating Notice

48

## Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 19 FEBRUARY 1994  
TO  
FRIDAY 25 FEBRUARY 1994  
INCLUSIVE**

SCOTRAIL 

WON48-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

**SUNDAY 20 FEBRUARY - POLLOKSHIELDS EAST** - Additional AWS track equipment will be provided on the Down Inner Circle line, immediately on the Glasgow Central side of signal G607.

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL G607 IS EXHIBITING A PROCEED ASPECT.

(See Section 'D' of this Notice)

(51)

#### DETAILS OF WORK ALREADY CARRIED OUT

\*\* **CARLUKE STATION** - The Up platform (No.2) has been permanently shortened by 57 yards at the Motherwell end, leaving a total length of 144 yards in use.

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

(48)

**BENHAR** - The connection Up Shotts to CE sidings has been secured out of use and all associated signal routes disconnected.

(50)

\*\* **NEWTON** - The work described and illustrated in the Special Notice headed "NEWTON - REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS", dated January 1994, 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).

(48)

**BETWEEN BURNSIDE AND KIRKHILL** - The radio channel change board (for Channel 21) on the Up Kirkhill line, located 440 yards on the Kirkhill side of signal C18, has been repositioned nearer Kirkhill, affixed to the overhead line structure immediately on the Cathcart side of Overbridge No.155.

A supplementary rectangular notice board, worded "MANUAL CHANGE", with black lettering on a white background has been affixed to the same structure, immediately below the channel change board.

(49)

**KILMARNOCK STATION** - No.1 Dock platform has been put out of use, and the points giving access thereto set and secured for movements to and from No.2 Dock platform.

All staff to note that pedestrian access to No.1 Dock platform, other than by Civil Engineer's staff for essential inspection/maintenance purposes, is prohibited, because of the unsafe condition of an adjacent building.

(49)

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

\* \* CORKERHILL CSMD - The existing two lever ground frame which operates the trailing connection No.1 Reception siding to No.4 Departure siding has been renewed 60 yards nearer the Shunter's Bothy to become a five lever ground frame, under the control of the shunter, capable of operating both the existing trailing connection and the new facing connection between these lines, previously provided and secured out of use. The new facing connection has, accordingly, been brought into use.

The telephone associated with the ground frame has been repositioned accordingly, and the existing telephone in the vicinity of the ground frame, situated between No.1 Reception siding and No.4 Departure siding, has been removed.

Two 2/3 car stop markers have been provided, one on No.4 Departure siding, on left of drivers, immediately on the approach to the new connection, and one on No.1 Reception siding, on left of drivers, immediately on the approach to the new connection.

A reflectorised STOP board has been provided on No.1 Reception siding, on right of drivers proceeding back along No.1 Reception siding and located 75 yards on the Shields Junction side of the new 2/3 car stop marker on this line. This "Stop" board applies only to drivers of trains on No.1 Reception siding.

The following new, unwired depot lines have been brought into use :-

A line passing through the Maintenance Shed, connected by hand points to No.1 Reception siding and No.4 Departure siding and to No.4 Shed Road, at the country end.

A line, adjacent to the above new line, connected by hand points from No.1 Reception siding, buffer-ended at the country end, beyond the Maintenance Shed.

(See Section D of this Notice) (48)

WEMYSS BAY STATION - No.2 platform line, previously out of use, has been reinstated.

No.1 platform line has, again, been temporarily put out of use with the points giving access thereto set and secured for movements to or from No.2 platform line.

This supersedes the entry in PON46D, page 125. (49)

PERTH - The double to single connection on the Dundee loop lines, at the Hilton Jn end, previously secured out of use, has been reinstated.

(49)

BETWEEN SMITHY LYE AND SHIELDS JN - The main line trailing crossover, situated between Down direction signals G206/G207 and Up direction signal G208 has been temporarily secured out of use until further notice.

(49)

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

EASTFIELD - All shed roads/sidings within the former depot have been put out of use except as detailed below :-

Glasgow end

Roads 1-4 (former Shed roads) and the adjacent buffer-ended siding.  
Former Pump House buffer-ended siding.

Edinburgh end

Headshunt.  
Connecting line between No.2 goods loop and headshunt.  
Connecting line between the Ingoing Road and headshunt (former Fuelling road).

Buffer stops have been provided on roads 1-4, 8 yards from the Glasgow end of the former Maintenance Shed. (49)

\* \* BETWEEN CRAIGO AND LAURENCEKIRK - The existing permanent speed restriction of 75mph (all trains) on the Down line between 33 miles 570 yards/203 miles 240 yards (mileage change) and 208 miles 440 yards has been altered to be 75mph (all trains) between 33 miles 570 yards/203 miles 240 yards (mileage change) and 206 miles 920 yards.

A new permanent speed restriction of 90mph (all trains) has been introduced on the Down line between 206 miles 920 yards and 208 miles 440 yards.

(NOTE - The existing differential permanent speed restriction of 90 mph (non HST); 100 mph (HST) on the Down line between 208 miles 440 yards and 214 miles 380 yards still applies).

(See Section D of this Notice) (48)

\* \* BETWEEN LAURENCEKIRK AND CARMONT - The existing differential permanent speed restriction of 75mph (non HST); 85mph (HST) on the Down line between 215 miles 440 yards and 216 miles has been removed. The existing permanent speed restriction of 85mph (all trains) on the Down line between 216 miles and 217 miles 1390 yards has been removed.

The existing permanent speed restriction of 85mph (all trains) on the Down line between 214 miles 380 yards and 215 miles 440 yards has been altered to be 85mph (all trains) between 214 miles 380 yards and 217 miles 1390 yards.

(See Section D of this Notice). (48)

\* \* PITLOCHRY - The ground disc signal situated between the Up and Down loops and applying towards Up Siding has been renewed at the same location as a ground position light signal, application unaltered. (48)

\* \* MILNTHORPE

Milnthorpe No.1 and 2 mechanical ground frames have been abolished and new push-button type control panels provided to work the facing and trailing crossovers, which have been brought back into use. The new control panels, together with telephones to Carlisle PSB, have been mounted on a signalling apparatus case situated mid-way between the crossovers on the downside of the line.

(OD14/93/19) (48)

(PRIVATE and not for publication)

BR31015

SAFETY STNOS & SYSTEMS

Rn 323

# Weekly Operating Notice

49

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 26 FEBRUARY 1994  
TO  
FRIDAY 4 MARCH 1994  
INCLUSIVE**

SCOTRAIL



WON49-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

**PERTH STATION** - A new washing plant has been brought into use on the Down siding adjacent to platform 7 line. All movements on this Down siding must be made in the Down direction only and must proceed through to the existing STOP board at the north end.

(52)

### DETAILS OF WORK REFERRED TO IN SECTION B

**SATURDAY 26 FEBRUARY - CORKERHILL CSMD** - A new staff protection system will be introduced on the undernoted sidings within the depot :-

Nos.1 and 2 sidings  
Loco Fuel siding  
Fuel Tank siding  
Old Fitting Shop siding  
Nos.1 and 2 Departure sidings  
Nos.1-4 Cleaning Shed sidings

The sidings will be protected by special hinged "STOP" boards located between the rails of the sidings concerned and manually operated derailleurs, provided at both ends of the sidings, except for the Fuel Tank siding and Old Fitting Shop siding (only at the Glasgow and Paisley end, respectively).

When not in use, the special "STOP" boards will be in the lowered position i.e. horizontal, between the rails and the derailleurs will be clear of the rail.

When in use, the special "STOP" boards will be secured in the upright position and the derailleurs will be placed over the rails.

The procedures for making movements to or from the siding concerned are detailed on page 29 of Section 4 of the Sectional Appendix.

(See Section 'D' of this Notice)

(52)

**SUNDAY 27 FEBRUARY - BETWEEN CITY UNION LINE AND SMITHY LYE** - The Up Through Siding elevated position light signal, No.G202, will be renewed at the same location as a ground position light signal, on right of drivers, application unaltered.

(52)

**SUNDAY 27 FEBRUARY - PERTH** - The Down main to Down loop connection will be removed together with the associated signalling and a buffer stop erected at the Hilton Jn end of the loop. Signal P28, applying along Down loop, will be removed - The Down loop will be redesignated Down Headshunt and the portion of the Former Down loop between the buffer stop at the Hilton Jn end and the existing limit of shunt indicator put out of use.

(52)

**MONDAY 28 FEBRUARY - BETWEEN BARRY LINKS AND GOLF ST - ANDERSON ST CROSSING (9 MILES 750 YARDS)** - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section 'D' of this Notice)

(52)

WON49-C2

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

TUESDAY 1 MARCH - BETWEEN MUSSELBURGH AND PRESTONPANS - As an experiment in safety on the track, yellow markings will be provided at a height of approximately six feet six inches from the ground, on certain overhead line equipment structures on the Down Line, between the mileposts at 5 miles 20 chains and 7 miles 00 chains.

The yellow markings will be spaced at quarter mile intervals.

(UFN) (52)

DETAILS OF WORK ALREADY CARRIED OUT

BENHAR - The connection Up Shotts to CE sidings has been secured out of use and all associated signal routes disconnected.

(50)

\* \* BETWEEN BURNSIDE AND KIRKHILL - The radio channel change board  
\* (for Channel 21) on the Up Kirkhill line, located 440 yards on the Kirkhill side of signal C18, has been repositioned nearer Kirkhill, affixed to the overhead line structure immediately on the Cathcart side of Overbridge No.155.

A supplementary rectangular notice board, worded "MANUAL CHANGE", with black lettering on a white background has been affixed to the same structure, immediately below the channel change board.

(49)

POLLOKSHIELDS EAST - Additional AWS track equipment has been provided on the Down Inner Circle line, immediately on the Glasgow Central side of signal G607.

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL G607 IS EXHIBITING A PROCEED ASPECT.

(See Section 'D' of this Notice)

(51)

\* \* KILMARNOCK STATION - No.1 Dock platform has been put out of use,  
\* and the points giving access thereto set and secured for movements to and from No.2 Dock platform.

All staff to note that pedestrian access to No.1 Dock platform, other than by Civil Engineer's staff for essential inspection/maintenance purposes, is prohibited, because of the unsafe condition of an adjacent building.

(49)

\* \* WEMYSS BAY STATION - No.2 platform line, previously out of use, has been  
\* reinstated.

No.1 platform line has, again, been temporarily put out of use with the points giving access thereto set and secured for movements to or from No.2 platform line.

This supersedes the entry in PON46D, page 125.

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WON49-C3

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

\* \* PERTH - The double to single connection on the Dundee loop lines, at the Hilton Jn end, previously secured out of use, has been reinstated.

(49)

\* \* BETWEEN SMITHY LYE AND SHIELDS JN - The main line trailing crossover,  
\* situated between Down direction signals G206/G207 and Up direction signal G208 has been temporarily secured out of use until further notice.

(49)

\* \* EASTFIELD - All shed roads/sidings within the former depot have been  
\* put out of use except as detailed below :-

Glasgow end

Roads 1-4 (former Shed roads) and the adjacent buffer-ended siding.  
Former Pump House buffer-ended siding.

Edinburgh end

Headshunt.  
Connecting line between No.2 goods loop and headshunt.  
Connecting line between the Ingoing Road and headshunt (former Fuelling road).

Buffer stops have been provided on roads 1-4, 8 yards from the Glasgow end of the former Maintenance Shed.

(49)

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(PRIVATE and not for publication)

SAFETY STOPS + SYSTEMS MGR  
ROOM 323

BR31015

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# Weekly Operating Notice

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50

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 5 MARCH 1994**

**TO**

**FRIDAY 11 MARCH 1994**

**INCLUSIVE**

SCOTRAIL 



## 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 6 MARCH - WEMYSS BAY STATION - No.1 platform line, previously temporarily put out of use, will be reinstated, and both No.1 and No.2 platforms will be available for use. (53)

This supersedes the entry in PON 46D, page 125.

DETAILS OF WORK ALREADY CARRIED OUT

\* \* BENHAR - The connection Up Shotts to CE sidings has been secured out of use and all associated signal routes disconnected. (50)

CORKERHILL CSMD - A new staff protection system has been introduced on the undernoted sidings within the depot :-

Nos.1 and 2 sidings  
Loco Fuel siding  
Fuel Tank siding  
Old Fitting Shop siding  
Nos.1 and 2 Departure sidings  
Nos.1-4 Cleaning Shed sidings

The sidings are protected by special hinged "STOP" boards located between the rails of the sidings concerned and manually operated derailleurs, provided at both ends of the sidings, except for the Fuel Tank siding and Old Fitting Shop siding (only at the Glasgow and Paisley end, respectively).

When not in use, the special "STOP" boards will be in the lowered position i.e. horizontal, between the rails and the derailleurs will be clear of the rail.

When in use, the special "STOP" boards will be secured in the upright position and the derailleurs will be placed over the rails.

The procedures for making movements to or from the siding concerned are detailed on page 29 of Section 4 of the Sectional Appendix. (52)

(See Section 'D' of this Notice)

POLLOKSHIELDS EAST - Additional AWS track equipment has been provided on the Down Inner Circle line, immediately on the Glasgow Central side of signal G607.

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL G607 IS EXHIBITING A PROCEED ASPECT. (51)

(See Section 'D' of this Notice)

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

BETWEEN CITY UNION LINE AND SMITHY LYE - The Up Through Siding elevated position light signal, No.G202, has been renewed at the same location, as a ground position light signal, on right of drivers, application unaltered. (52)

BETWEEN MUSSELBURGH AND PRESTONPANS - As an experiment in safety on the track, yellow markings have been provided at a height of approximately six feet six inches from the ground, on certain overhead line equipment structures on the Down Line, between the mileposts at 5 miles 20 chains and 7 miles 00 chains.

The yellow markings have been spaced at quarter mile intervals. (UFN) (52)

PERTH STATION - A new washing plant has been brought into use on the Down siding adjacent to platform 7 line. All movements on this Down siding must be made in the Down direction only and must proceed through to the existing STOP board at the north end. (52)

PERTH - The Down main to Down loop connection has been removed together with the associated signalling and a buffer stop erected at the Hilton Jn end of the loop. Signal P28, applying along Down loop, has been removed - The Down loop has been redesignated Down Headshunt and the portion of the Former Down loop between the buffer stop at the Hilton Jn end and the existing limit of shunt indicator put out of use. (52)

BETWEEN BARRY LINKS AND GOLF ST - ANDERSON ST CROSSING (9 MILES 750 YARDS) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency. (52)

(See Section 'D' of this Notice)

(PRIVATE and not for publication)

OPS MGR (S/RAIL)  
Rn 313

BR31015

# Weekly Operating Notice

51

## Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 12 MARCH 1994  
TO  
FRIDAY 18 MARCH 1994  
INCLUSIVE**

SCOTRAIL



WON51-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

**BETWEEN POLMADIE AND LARKFIELD JN** - The connection, Gushetfaulds Freightliner Terminal connecting line to Larkfield sidings has been secured out of use, set for movements to and from Larkfield sidings, until further notice.

(1)

**WEMYSS BAY STATION** - The work described under this heading in WON 50, page D16, has been POSTPONED, and No.1 platform line will remain out of use until further notice.

(See Section 'D' of this Notice)

(1)

### DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 13 MARCH - PAISLEY GILMOUR STREET** - Additional AWS track equipment will be provided on the Up Ayr line as follows :-

- (1) 66 yards on the approach to signal P31
- (11) immediately on the Glasgow side of signal P31

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL P31 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT).

(See Section 'D' of this Notice)

(1)

**SUNDAY 13 MARCH - KILWINNING** - Additional AWS track equipment will be provided on the Up Ayr line, applicable to, and immediately on the Paisley side of, signal PK234.

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL PK234 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT) OR WHERE A MOVEMENT IS PROCEEDING ON THE UP AYR LINE IN THE DOWN DIRECTION.

(See Section 'D' of this Notice)

(1)

**SUNDAY 13 MARCH - BETWEEN SMITHY LYE AND SHIELDS JN** - The main line trailing crossover (situated between Down direction signals G206/G207 and Up direction signal G208), previously secured out of use, will be reinstated.

(1)

**SUNDAY 13 MARCH - BETWEEN BISHOPBRIGGS AND COWLAIRS EAST JN** - The AWS track equipment associated with Down Main line signal C80, will be repositioned 129 yards farther from the signal, to be 324 yards on the approach to signal C80.

(2)

**SUNDAY 13 MARCH - CARLISLE STATION** - The searchlight-type signal (CE.305) at the exit from No.5 (bay) platform at the south end of the station will be renewed as a 3-aspect signal head, suspended from a gantry. The associated position light signal and route indicators will remain unchanged.

SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 13 MARCH - CARLISLE STATION - continued

An additional "OFF" indicator will be provided mid-way between the signal and the existing "OFF" indicator.

The searchlight-type signal (CE.314) situated towards the south end of No.1 platform will be renewed as a 3-aspect signal head, horizontally-mounted below the platform awning.

(OD14/-)

(1)

MONDAY 14 MARCH - BETWEEN SPRINGBURN AND BELLGROVE JN AND WESTERTON JN AND MILNGAVIE - Viewing aids in the form of mirrors and CCTV monitors will be provided on the platforms of certain stations on the above mentioned line of route.

Driver should note that, where necessary, 3/6 car stop boards will be repositioned.

Equipment detail and location are as follows :-

Station	Platform	Viewing Equipment Location	Stop	View
Barnhill	Down	2 Monitors 8.9m from top of ramp	3 & 6 car	Side
Alexandra Parade	Up	1 Monitor 58.2m from top of ramp	3 car	Forward
		2 Monitors 3.6m from top of ramp	6 car	Side
	Down	3 Monitors 0.3m from top of ramp	3 & 6 car	Side
	Up	1 Monitor 76.2m from top of ramp	3 car	Forward
Duke Street		2 Monitors 14.5m from top of ramp	6 car	Forward
	Down	3 Monitors 10.1m from top of ramp	3 & 6 car	Forward
Bearsden	Up	2 Monitors 4.1m from top of ramp	3 & 6 car	Forward
	Down	2 Monitors 8.7m from top of ramp	3 & 6 car	Forward
Hillfoot	Up	3 Monitors 8.2m from top of ramp	3 & 6 car	Forward
	Down	2 Monitors 1.6m from Platform fence	3 & 6 car	Side
		4 x 3 Mirror 88.2m from top of platform	3 car	

(1)

MONDAY 14 MARCH - MOSSEND - A new Freight terminal, "EUROCENTRAL MOSSEND", will be brought into use comprising 4 buffer ended sidings, each 440 yards in length and designated Crane Roads Nos.1-4 (with No.1 siding furthest from the main line), within a gated compound.

A single connecting line will be provided between the Up Yard headshunt and the terminal, connected by handpoints within the headshunt, trailing to movements entering the headshunt immediately on the Gartsherrie side of ground position light signal M292.

(1)

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

\* \* POLLOKSHIELDS EAST - Additional AWS track equipment has been provided on the Down \* Inner Circle line, immediately on the Glasgow Central side of signal G607.

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL G607 IS EXHIBITING A PROCEED ASPECT.

(See Section 'D' of this Notice)

(51)

CORKERHILL CSMD - A new staff protection system has been introduced on the undernoted sidings within the depot :-

Nos.1 and 2 sidings  
Loco Fuel siding  
Fuel Tank siding  
Old Fitting Shop siding  
Nos.1 and 2 Departure sidings  
Nos.1-4 Cleaning Shed sidings

The sidings are protected by special hinged "STOP" boards located between the rails of the sidings concerned and manually operated derailleurs, provided at both ends of the sidings, except for the Fuel Tank siding and Old Fitting Shop siding (only at the Glasgow and Paisley end, respectively).

When not in use, the special "STOP" boards will be in the lowered position i.e. horizontal, between the rails and the derailleurs will be clear of the rail.

When in use, the special "STOP" boards will be secured in the upright position and the derailleurs will be placed over the rails.

The procedures for making movements to or from the siding concerned are detailed on page 29 of Section 4 of the Sectional Appendix.

(See Section 'D' of this Notice)

(52)

BETWEEN CITY UNION LINE AND SMITHY LYE - The Up Through Siding elevated position light signal, No.G202, has been renewed at the same location, as a ground position light signal, on right of drivers, application unaltered.

(52)

BETWEEN MUSSELBURGH AND PRESTONPANS - As an experiment in safety on the track, yellow markings have been provided at a height of approximately six feet six inches from the ground, on certain overhead line equipment structures on the Down Line, between the mileposts at 5 miles 20 chains and 7 miles 00 chains.

The yellow markings have been spaced at quarter mile intervals.

(UFN)

(52)

PERTH STATION - A new washing plant has been brought into use on the Down siding adjacent to platform 7 line. All movements on this Down siding must be made in the Down direction only and must proceed through to the existing STOP board at the north end

(52)

SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

PERTH - The Down main to Down loop connection has been removed together with the associated signalling and a buffer stop erected at the Hilton Jn end of the loop. Signal P28, applying along Down loop, has been removed, the Down loop has been redesignated Down Headshunt and the portion of the former Down loop between the buffer stop at the Hilton Jn end and the existing limit of shunt indicator put out of use.

(52)

BETWEEN BARRY LINKS AND GOLF ST - ANDERSON ST CROSSING (9 MILES 750 YARDS) -  
Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section 'D' of this Notice)

(52)

=====

(PRIVATE and not for publication)

BR31015

OPS MAR 5/RAIL

# Weekly Operating Notice

52

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

**SATURDAY 19 MARCH 1994  
TO  
FRIDAY 25 MARCH 1994  
INCLUSIVE**

SCOTRAIL



WON52-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

SMITHY LYE - The following alterations to Smithy Lye sidings have been carried out :-

#### No.1 Group Sidings

No.5 Siding, and associated headshunt, has been removed.

The connections leading to Nos.1 to 3 sidings (inclusive) have all been plain lined, leaving a route to and from Siding No.4 only.

Siding No.4 has been shortened at the Shields Jn end to leave a standage of 218 yards inside exit signal No.G200, and a buffer stop provided.

#### No.2 Group Sidings

The connections leading to sidings Nos.7 to 9 (inclusive) have all been plain lined, leaving a route to and from No.6 siding only.

NOTE : THE OVERHEAD LINE EQUIPMENT ABOVE SIDINGS NOS.1 TO 9 (INCLUSIVE) (INCL FORMER SIDING NO.5) REMAINS, AND WILL REMAIN, ALIVE AT HIGH VOLTAGE (25,000 VOLTS) AND MUST BE REGARDED AS BEING ALIVE AT ALL TIMES EVEN ALTHOUGH ONLY SIDINGS NO.4 AND NO.6 REMAIN ACCESSIBLE TO RAIL MOVEMENTS.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES ON MULTIPLE UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE. (2)

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

SUNDAY 20 MARCH - RUTHERGLEN EAST JN (CLYDEBRIDGE STEEL WORKS) - The connection from the Up Carmyle line to Nos.1 and 2 sidings (the former Clydebridge Steel Works) will be removed together with all associated signalling. (2)

SUNDAY 20 MARCH - WEMYSS BAY STATION - No.1 platform line, previously temporarily out of use, will be reinstated, and both No.1 and No.2 platform lines will be available for use. (2)

This supersedes the entry in PON46D, page 125

SUNDAY 20 MARCH - PERTH STATION - Platform 4 will be permanently shortened by 27 yards at the south end. Drivers of stopping trains must exercise care when bringing their train to a stand at this platform. (2)

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

SUNDAY 20 MARCH - NEWCASTLE KING EDWARD BRIDGE - The following signals will be provided with yellow diamond signs with the letter "X".

This must be noted in conjunction with the Rule Book, Section K, clause 3.1.3.

Line	Signal Number
Up Main	T483
Down Slow	T485
Down Slow	T244
Up Main	T246

(2)

MONDAY 21 MARCH - STRANRAER YARD - A single-sided notice board facing to, and on left of, drivers of incoming trains, worded "END OF TOKEN WORKING. COMMENCEMENT OF YARD WORKING. PRIVATE LOCOMOTIVE IN OPERATION", will be provided immediately on the yard side of the ground frame controlled connection from the single line, on the yard connecting line.

(2)

DETAILS OF WORK ALREADY CARRIED OUT

CARLISLE STATION - The searchlight-type signal (CE.305) at the exit from No.5 (bay) platform at the south end of the station has been renewed as a 3-aspect signal head, suspended from a gantry. The associated position light signal and route indicators will remain unchanged.

An additional "OFF" indicator has been provided mid-way between the signal and the existing "OFF" indicator.

2)

The searchlight-type signal (CE.314) situated towards the south end of No.1 platform has been renewed as a 3-aspect signal head, horizontally-mounted below the platform awning.

(OD14/-)

(1)

BETWEEN POLMADIE AND LARKFIELD JN - The connection, Gushetfaulds Freightliner Terminal connecting line to Larkfield sidings has been secured out of use, set for movements to and from Larkfield sidings, until further notice.

2)

(1)

MOSSSEND - A new Freight terminal, "EUROCENTRAL MOSSSEND", has been brought into use comprising 4 buffer ended sidings, each 440 yards in length and designated Crane Roads Nos.1-4 (with No.1 siding furthest from the main line), within a gated compound.

A single connecting line has been provided between the Up Yard headshunt and the terminal, connected by handpoints within the headshunt, trailing to movements entering the headshunt immediately on the Gartsherrie side of ground position light signal M292.

(1)

PAISLEY GILMOUR STREET - Additional AWS track equipment has been provided on the Up Ayr line as follows :-

1)

- (i) 66 yards on the approach to signal P31
- (ii) immediately on the Glasgow side of signal P31

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL P31 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT).

1)

(See Section 'D' of this Notice)

(1)

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

KILWINNING - Additional AWS track equipment has been provided on the Up Ayr line, applicable to, and immediately on the Paisley side of, signal PK234.

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL PK234 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT) OR WHERE A MOVEMENT IS PROCEEDING ON THE UP AYR LINE IN THE DOWN DIRECTION.

(See Section 'D' of this Notice)

(1)

BETWEEN SMITHY LYE AND SHIELDS JN - The main line trailing crossover (situated between Down direction signals G206/G207 and Up direction signal G208), previously secured out of use, has been reinstated.

(1)

\* \* BETWEEN CITY UNION LINE AND SMITHY LYE - The Up Through Siding elevated position light signal, No.G202, has been renewed at the same location, as a ground position light signal, on right of drivers, application unaltered.

(52)

\* \* CORKERHILL CSMD - A new staff protection system has been introduced on the undernoted sidings within the depot :-

Nos.1 and 2 sidings  
Loco Fuel siding  
Fuel Tank siding  
Old Fitting Shop siding  
Nos.1 and 2 Departure sidings  
Nos.1-4 Cleaning Shed sidings

The sidings are protected by special hinged "STOP" boards located between the rails of the sidings concerned and manually operated derailleurs, provided at both ends of the sidings, except for the Fuel Tank siding and Old Fitting Shop siding (only at the Glasgow and Paisley end, respectively).

When not in use, the special "STOP" boards will be in the lowered position i.e. horizontal, between the rails and the derailleurs will be clear of the rail.

When in use, the special "STOP" boards will be secured in the upright position and the derailleurs will be placed over the rails.

The procedures for making movements to or from the siding concerned are detailed on page 29 of Section 4 of the Sectional Appendix.

(See Section 'D' of this Notice)

(52)

\* \* WEMYSS BAY STATION - The work described under this heading in WON 50, page D16, has been POSTPONED, and No.1 platform line will remain out of use until further notice.

(See Section 'D' of this Notice)

(1)

(THIS ITEM APPLIES UNTIL SUNDAY 20 MARCH)

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

BETWEEN SPRINGBURN AND BELLGROVE JN AND WESTERTON JN AND MILNGAVIE - Viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above mentioned line of route.

Drivers should note that, where necessary, 3/6 car stop boards have been repositioned.

Equipment detail and location are as follows :-

<u>Station</u>	<u>Platform</u>	<u>Viewing Equipment Location</u>	<u>Stop</u>	<u>View</u>
Barnhill	Down	2 Monitors 8.9m from top of ramp	3 & 6 car	Side
Alexandra Parade	Up	1 Monitor 58.2m from top of ramp	3 car	Forward
		2 Monitors 3.6m from top of ramp	6 car	Side
Duke Street	Down	3 Monitors 0.3m from top of ramp	3 & 6 car	Side
		1 Monitor 76.2m from top of ramp	3 car	Forward
	Up	2 Monitors 14.5m from top of ramp	6 car	Forward
Bearsden	Down	3 Monitors 10.1m from top of ramp	3 & 6 car	Forward
		Up	2 Monitors 4.1m from top of ramp	3 & 6 car
Hillfoot	Down	2 Monitors 8.7m from top of ramp	3 & 6 car	Forward
		Up	3 Monitors 8.2m from top of ramp	3 & 6 car
	Down	2 Monitors 1.6m from Platform fence	3 & 6 car	Side
		4 x 3 Mirror 88.2m from top of platform	3 car	(1)

\* \* BETWEEN MUSSELBURGH AND PRESTONPANS - As an experiment in safety on the track, yellow markings have been provided at a height of approximately six feet six inches from the ground, on certain overhead line equipment structures on the Down Line, between the mileposts at 5 miles 20 chains and 7 miles 00 chains.

The yellow markings have been spaced at quarter mile intervals.

(UFN) (52)

BETWEEN BISHOPBRIGGS AND COWLAIRS EAST JN - The AWS track equipment associated with Down Main line signal C80, has been repositioned 129 yards farther from the signal, to be 324 yards on the approach to signal C80.

(2)

\* \* BETWEEN BARRY LINKS AND GOLF ST - ANDERSON ST CROSSING (9 MILES 750 YARDS) - Telephones for the use of the public have been provided at this crossing and these are available for the use of trainmen in an emergency.

(See Section 'D' of this Notice) (52)

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

\* \* PERTH STATION - A new washing plant has been brought into use on the Down siding adjacent to platform 7 line. All movements on this Down siding must be made in the Down direction only and must proceed through to the existing STOP board at the north end.

(52)

\* \* PERTH - The Down main to Down loop connection has been removed together with the associated signalling and a buffer stop erected at the Hilton Jn end of the loop. Signal P28, applying along Down loop, has been removed, the Down loop has been redesignated Down Headshunt and the portion of the former Down loop between the buffer stop at the Hilton Jn end and the existing limit of shunt indicator put out of use.

(52)



SFTY STDS MGR  
RM 323

(PRIVATE and not for publication)

24 MAR 1994

BR31015

# Weekly Operating Notice

53

Containing

Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling and Permanent Way Alterations  
General Instructions and Notices

SATURDAY 26 MARCH 1994  
TO  
FRIDAY 1 APRIL 1994  
INCLUSIVE

SCOTRAIL



WON53-C1

## SECTION C

### SIGNALLING AND PERMANENT WAY ALTERATIONS

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

**ABERDEEN STATION** - The single sided "OFF" indicators adjacent to the buffer ends of platforms 3, 4 and 5 at Aberdeen station have been reversed to face along the respective platforms instead of towards the station concourse. (3)

**CORKERHILL CSMD** - As part of the staff protection system position light signals and de-railers have been provided on No.2 (both ends) and No.3 (Glasgow end only) Maintenance Shed Sidings.

The procedures for making movements to or from the siding concerned are as for No.1 Maintenance Shed Siding and are detailed on page 288 of Section 4 of the Sectional Appendix. (3)

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

**SUNDAY 27 MARCH - BETWEEN BISHOPBRIGGS AND COWLAIRS EAST JN** - Down Main line signal C80, will be repositioned to be 101 yards farther from Cowlairs East Jn, on left of drivers, red aspect 11 feet above rail level, application unaltered.

The associated telephone equipment for signal C80 will be repositioned accordingly.

The AWS track equipment associated with signal C80 will be unaltered and will now be 223 yards on the approach to the signal. (4)

**SUNDAY 27 MARCH - BETWEEN BURNSIDE AND KIRKHILL** - The radio channel change board (for Channel 21) on the Up Kirkhill line, affixed to the electrification structure immediately on the Cathcart side of Overbridge No.155, will be repositioned to be 100 yards on the Kirkhill side of Overbridge No.155, affixed to electrification structure GK 3/07.

The associated supplementary rectangular notice board, worded "MANUAL CHANGE", will be dispensed with. (3)

#### SUNDAY 27 MARCH - BETWEEN MUIR OF ORD AND DINGWALL (CONON VIADUCT) -

##### Up Direction

A permanent speed restriction warning indicator (Rule Book, Appendix 2, page 2.2) associated with the 40/MU50 mph speed restriction between 17m 50y and 16m 1180y on the Up single line will be provided, together with associated AWS equipment, 890 yards before reaching the permanent speed indicator.

(See Section 'D' of this Notice)

##### Down Direction

A permanent speed restriction warning indicator (Rule Book, Appendix 2, page 2.2) associated with the 40/MU50 mph speed restriction between 16m 1180y and 17m 50y on the Down single line will be provided, together with associated AWS equipment, 950 yards before reaching the permanent speed indicator.

(See Section 'D' of this Notice)

(3)

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

MONDAY 28 MARCH - MOY - The differential permanent speed restriction of 20/40 mph between 103 miles 890 yards and 103 miles 970 yards in the Up and Down direction will be altered to become a 40 mph restriction for multiple units only and a 20 mph restriction for other than multiple units to apply between the same mileages and in the Up and Down directions.

The Up and Down Advance Warning Indicators (Rule Book Appendix 2, page 2 refers) will be altered accordingly. In each direction, the existing "20/40" board will be removed and two new boards, one displaying the figure "20" and the other "MU/40" will be provided, both boards to be affixed to the existing post, AWS track equipment unaltered.

(See Section 'D' of this Notice) (3)

MONDAY 28 MARCH - BETWEEN KIRKCONNEL AND NEW CUMNOCK - Telephones for the use of the public will be provided at the following crossings and these will be available for the use of trainmen in an emergency:-

GARCLAUGH NO 3 CROSSING (57 MILES 330 YARDS)  
GARCLAUGH NO 2 CROSSING (56 MILES 1740 YARDS)  
GARCLAUGH NO 1 CROSSING (56 MILES 1200 YARDS)

(See Section 'D' of this Notice) (3)

TUESDAY 29 MARCH - BETWEEN GIRVAN AND BARRHILL - CAIRNLEA NO 1 CROSSING (12 MILES 610 YARDS) - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section 'D' of this Notice) (3)

TUESDAY 29 MARCH - BARRHILL STATION - CAIRNLEA NO 1 CROSSING (12 MILES 840 YARDS) - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section 'D' of this Notice) (3)

WEDNESDAY 30 MARCH - BETWEEN ANNAN AND DUMFRIES SOUTH - Telephones for the use of the public will be provided at the following crossings and these will be available for the use of trainmen in an emergency.

WATH CROSSING (96 MILES 930 YARDS)  
TRENCH CROSSING (93 MILES 420 YARDS)

(See Section 'D' of this Notice) (3)

WEDNESDAY 30 MARCH - BETWEEN DUMFRIES STATION AND HOLYWOOD - GUILLYHILL CROSSING (90 MILES 650 YARDS) - Telephones for the use of the public will be provided at this crossing and these will be available for the use of trainmen in an emergency.

(See Section 'D' of this Notice) (3)

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

BETWEEN BISHOPBRIGGS AND COWLAIRS EAST JN - The AWS track equipment associated with Down Main line signal C80, has been repositioned 129 yards farther from the signal, to be 324 yards on the approach to signal C80. (2)

PERTH STATION - Platform 4 has been permanently shortened by 27 yards at the south end.

Drivers of stopping trains must exercise care when bringing their train to a stand at this platform. (2)

BETWEEN SPRINGBURN AND BELLGROVE JN AND WESTERTON JN AND MILNGAVIE - Viewing aids in the form of mirrors and CCTV monitors have been provided on the platforms of certain stations on the above mentioned lines of route.

Drivers should note that, where necessary, 3/6 car stop boards have been repositioned.

Equipment detail and location are as follows :-

Station	Platform	Viewing Equipment Location	Stop	View
Barnhill	Down	2 Monitors 8.9m from top of ramp	3 & 6 car	Side
Alexandra Parade	Up	1 Monitor 58.2m from top of ramp	3 car	Forward
		2 Monitors 3.6m from top of ramp	6 car	Side
	Down	3 Monitors 0.3m from top of ramp	3 & 6 car	Side
Duke Street	Up	1 Monitor 76.2m from top of ramp	3 car	Forward
		2 Monitors 14.5m from top of ramp	6 car	Forward
	Down	3 Monitors 10.1m from top of ramp	3 & 6 car	Forward
Bearsden	Up	2 Monitors 4.1m from top of ramp	3 & 6 car	Forward
	Down	2 Monitors 8.7m from top of ramp	3 & 6 car	Forward
Hillfoot	Up	3 Monitors 8.2m from top of ramp	3 & 6 car	Forward
	Down	2 Monitors 1.6m from Platform fence	3 & 6 car	Side
		4 x 3 Mirror 88.2m from top of platform	3 car	

(1)

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

CARLISLE STATION - The searchlight-type signal (CE.305) at the exit from No.5 (bay) platform at the south end of the station has been renewed as a 3-aspect signal head, suspended from a gantry. The associated position light signal and route indicators will remain unchanged.

An additional "OFF" indicator has been provided mid-way between the signal and the existing "OFF" indicator.

The searchlight-type signal (CE.314) situated towards the south end of No.1 platform has been renewed as a 3-aspect signal head, horizontally-mounted below the platform awning.

(OD14/-) (1)

RUTHERGLEN EAST JN (CLYDEBRIDGE STEEL WORKS) - The connection from the Up Carmyle line to Nos.1 and 2 sidings (the former Clydebridge Steel Works) has been removed together with all associated signalling.

(2)

BETWEEN POLMADIE AND LARKFIELD JN - The connection, Gushetfaulds Freightliner Terminal connecting line to Larkfield sidings has been secured out of use, set for movements to and from Larkfield sidings, until further notice.

(1)

MOSSEND - A new Freight terminal, "EUROCENTRAL MOSSEND", has been brought into use comprising 4 buffer ended sidings, each 440 yards in length and designated Crane Roads Nos.1-4 (with No.1 siding furthest from the main line), within a gated compound.

A single connecting line has been provided between the Up Yard headshunt and the terminal, connected by handpoints within the headshunt, trailing to movements entering the headshunt immediately on the Gartsherrie side of ground position light signal M292.

(1)

KILWINNING - Additional AWS track equipment has been provided on the Up Ayr line, applicable to, and immediately on the Paisley side of, signal PK234.

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL PK234 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT) OR WHERE A MOVEMENT IS PROCEEDING ON THE UP AYR LINE IN THE DOWN DIRECTION.

(See Section 'D' of this Notice)

(1)

BETWEEN SMITHY LYE AND SHIELDS JN - The main line trailing crossover (situated between Down direction signals G206/G207 and Up direction signal G208), previously secured out of use, has been reinstated.

(1)

STRANRAER YARD - A single-sided notice board facing to, and on left of, drivers of incoming trains, worded "END OF TOKEN WORKING. COMMENCEMENT OF YARD WORKING. PRIVATE LOCOMOTIVE IN OPERATION", has been provided immediately on the yard side of the ground frame controlled connection from the single line, on the yard connecting line.

(2)

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

PAISLEY GILMOUR STREET - Additional AWS track equipment has been provided on the Up Ayr line as follows :-

- (i) 66 yards on the approach to signal P31
- (ii) immediately on the Glasgow side of signal P31

ALL CONCERNED TO NOTE THAT NO AUDIBLE INDICATION WILL BE RECEIVED ON PASSING OVER THIS ADDITIONAL EQUIPMENT IF SIGNAL P31 IS EXHIBITING A PROCEED ASPECT (INCLUDING POSITION LIGHT ASPECT).

(See Section 'D' of this Notice)

(1)

SMITHY LYE - The following alterations to Smithy Lye sidings have been carried out :-

No.1 Group Sidings

No.5 Siding, and associated headshunt, has been removed.

The connections leading to Nos.1 to 3 sidings (inclusive) have all been plain lined, leaving a route to and from Siding No.4 only.

Siding No.4 has been shortened at the Shields Jn end to leave a standage of 218 yards inside exit signal No.G200, and a buffer stop provided.

No.2 Group Sidings

The connections leading to sidings Nos.7 to 9 (inclusive) have all been plain lined, leaving a route to and from No.6 siding only.

NOTE : THE OVERHEAD LINE EQUIPMENT ABOVE SIDINGS NOS.1 TO 9 (INCLUSIVE) (INCL FORMER SIDING NO.5) REMAINS, AND WILL REMAIN, ALIVE AT HIGH VOLTAGE (25,000 VOLTS) AND MUST BE REGARDED AS BEING ALIVE AT ALL TIMES EVEN ALTHOUGH ONLY SIDINGS NO.4 AND NO.6 REMAIN ACCESSIBLE TO RAIL MOVEMENTS.

IT IS EMPHASISED THAT FATAL RESULTS MAY OCCUR FROM EVEN CLOSE APPROACH TO OVERHEAD HIGH TENSION WIRES, AND IN PARTICULAR DRIVERS AND DRIVERS' ASSISTANTS MUST NOT CLIMB ABOVE CAB FLOOR LEVEL OF LOCOMOTIVES ON MULTIPLE UNITS WHILST ON OR ADJACENT TO AN ELECTRIFIED LINE.

(2)

WEMYSS BAY STATION - No.1 platform line, previously temporarily out of use, has been reinstated, and both No.1 and No.2 platform lines are available for use.

This supersedes the entry in PON46D, page 125

(2)

NEWCASTLE KING EDWARD BRIDGE - The following signals have been provided with yellow diamond signs with the letter "X".

This must be noted in conjunction with the Rule Book, Section K, clause 3.1.3.

Line	Signal Number
Up Main	T483
Down Slow	T485
Down Slow	T244
Up Main	T246

(2)