

LONDON AND NORTH EASTERN RAILWAY COMPANY.
(Southern Scottish Area.)

G.S.

No. 2521.

Signalling Alterations

AT

Galashiels

ON

SUNDAY, 10TH JANUARY 1937.

In connection with the opening of the new Signal Box at Galashiels and the closing of the existing Signal Boxes at Kilnknowe Junction, Galashiels North, Galashiels Central, Galashiels South and Selkirk Junction, the signalling will be re-arranged, and will then be as shown on the accompanying diagram.

DESCRIPTION OF SIGNALS WORKED FROM THE NEW SIGNAL BOX AT GALASHIELS.

| No. | DESCRIPTION. | NOTES. |
|-----|---|--|
| 1G | Down Outer Signal—Selkirk Branch ... | 3 aspect searchlight signal. |
| 2G | Down Inner Signal—Selkirk Branch ... | 4 aspect searchlight signal. |
| 3G | Down Main Signal—Selkirk Junction ... | 4 aspect searchlight signal. |
| 5G | Up Main to Selkirk Branch ... | 2 aspect searchlight signal. |
| 6G | Up Main Signal—Selkirk Junction ... | RED OR YELLOW. 2 aspect searchlight signal. |
| 7 | U.M.L. to Goods Yard, or Down Line Siding, or D.M.L., <i>via</i> South Crossover or Facing Road Shunt to Signals 20 and 28. | RED OR GREEN. |
| 9 | D.M.L. to U.M.L. <i>via</i> South Crossover. | |
| 10 | D.M.L. to Goods Yard or Down Line Siding. | 2 aspect searchlight signal. RED OR YELLOW. |
| 12 | Goods Yard to U.M.L. ... | Disc, normal YELLOW. |
| 14 | Down Main Line Home ... | 4 aspect searchlight signal. |
| 15 | Down Main Line Intermediate Home ... | 4 aspect searchlight signal. |
| 16 | Down Main Line Starting ... | 3 aspect searchlight signal. |
| 17 | Down Main Line Advanced Starting ... | 4 aspect searchlight signal. |
| 18 | Engine Shed or Carriage Sidings to Up Loop Line or Up Line Sidings. | |

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| No. | DESCRIPTION. | NOTES. |
|-----|---|--|
| 20 | U.M.L. Facing Road Shunt to Signals 50 and 51, or Up Loop Line. or Up Line Sidings. | |
| 23 | Up Loop Line to Up Main Line. | |
| 24 | Up Loop Line to Engine Shed or Carriage Sidings. | |
| 26 | Up Line Sidings to U.M.L. | |
| 27 | Up Line Sidings to Engine Shed or Carriage Siding. | |
| 28 | U.M.L. to D.M.L., <i>via</i> Centre Crossover. | |
| 30 | Down Line Siding to D.M.L. | |
| 33 | D.M.L. to U.M.L., <i>via</i> Centre Crossover. | |
| 34 | D.M.L. Facing Road Shunt to Signal No. 9 or to Down Line Siding. | |
| 35 | D.M.L. to Goods Yard | Controlled from Yard Ground Frame. |
| 36 | Up Line Sidings to U.M.L. Facing Road Shunt. | |
| 37 | Up Line Sidings to D.M.L. | |
| 39 | Up Loop Line to U.M.L. Facing Road Shunt. | |
| 40 | Up Loop Line to D.M.L. | |
| 44 | U.M.L. to Up Loop Line, <i>via</i> North Connection No. 42. | 2 aspect searchlight signal with Route Indicator. RED OR YELLOW. |
| 45 | U.M.L. Calling-On Or U.M.L. to Up Loop Line Calling-On } Or U.M.L. to Up Line Sidings ... } | Banner signal. Banner signal with Route Indicator. |
| 46 | Up Main Line Advanced Starting ... | 4 aspect searchlight signal. |
| 47 | Up Main Line Starting | 3 aspect searchlight signal. |
| 48 | Up Main Line Intermediate Home ... | 4 aspect searchlight signal. |
| 49 | Up Main Line Home | 4 aspect searchlight signal. |
| 50 | U.M.L. Facing Road Shunt. | |
| 51 | U.M.L. to D.M.L., <i>via</i> North Crossover. | |
| 54 | D.M.L. Back Shunt to Up Line Sidings, or Up Loop Line, or U.M.L., <i>via</i> North Crossover, or Facing Road Shunt to Signals Nos. 33, 34 and 35. | Disc signal with outer disc, situated 171 yds. in rear of same. |
| 57G | D.M.L. to Peebles Branch—Kilnknowe Junction. | 2 aspect searchlight signal. RED OR YELLOW. |
| 58G | Down Main Line Signal—Kilnknowe Junction. | 3 aspect searchlight signal. |
| 59G | Down Main Line Starting—Kilnknowe Junction. | 2 aspect searchlight signal. RED OR GREEN. |
| 62G | From Peebles Branch to Up Main Line ... | Banner Signal. |
| 63G | From Peebles Branch Signal—Kilnknowe Junction. | 3 aspect searchlight signal. |
| 64G | Up Main Line Signal—Kilnknowe Junct. | 3 aspect searchlight signal. |

All searchlight signals will be replaced to RED immediately the engine or leading vehicle is past. (This excludes No. 59G).

All searchlight signals have an enamelled plate bearing a reference number prefixed with the letter "G" to indicate that they are operated from Galashiels Signal Box. Drivers or others having to call attention to the working of any of these signals must always quote the reference letter and number.

TRACK CIRCUITS.

All Track Circuits indicate on an illuminated diagram in the Signal Box.

Track Circuit No. 863 will control the Down Main Line Block.

Track Circuit No. 395 will control the Up Main Line Block.

EDINBURGH, 22nd December 1936.

R. GARDINER,
Superintendent.

This Circular need not be acknowledged.

(45-C)

