

*Eng Miller-Thomson*

**BRITISH TRANSPORT COMMISSION**

(BRITISH RAILWAYS—SCOTTISH REGION)

554

# **SPECIAL NOTICE**

## **SIGNALLING ALTERATIONS**

*For the information of Railway Staff only*

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### **OAKLEY AND BLAIRHALL SIGNAL BOXES**

**Sunday, 22nd August 1954**

The following permanent way and signalling alterations, including new and altered siding accommodation, will be brought into use :—

#### **OAKLEY**

The existing signal box will be replaced by a new box, erected on Up side of line, 3 yards West of present site.

The present trailing crossover between the Up and Down main lines, in station, will be replaced by a facing crossover.

The connection, Up main to Goods siding, will be operated from the box and the present ground frame removed.

A new trailing crossover between the Up and Down main lines, motor operated, will be provided 894 yards West of box.

A new facing connection, Down main to No. 1 Down through siding, motor operated, will be provided, 831 yards West of box.

New connections, motor operated, will be provided leading from No. 1 Down through siding to Nos. 2, 3 and 4 Down through sidings. A shunt spur will be provided at West end of No. 1 Down through siding.

The present hand points leading from No. 1 Down through siding (East end) to Nos. 2, 3 and 4 Down through sidings will be operated from the box.

A new connection, No. 1 Down through siding (East end) to Engine siding, will be provided 80 yards West of box.

A new connection, Engine siding to Coaling stage, will be operated from an uncontrolled ground frame.

#### **DESCRIPTION OF SIGNALS**

For the guidance of trainmen and other staff concerned, the enclosed plan shows the signals which will be worked from Oakley and Blairhall boxes. The

# SIGNALLING RECORD SOCIETY

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

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numbers of the Blairhall signals are indicated by a circle. This plan should be read in conjunction with the following descriptions :—

### OAKLEY

<i>No.</i>	<i>Description</i>	<i>Indication</i>
1	Shunt spur (East) to Comrie Colliery Branch.	
2	Comrie Colliery Branch to shunt spur (East).	
3	Down main to Down through sidings ... ..	" T."
	Down main to Engine siding ... ..	" E."
	Down main to Comrie Colliery Branch ... ..	" B."
4	Up main to Down through sidings ... ..	" T."
	Up main to Engine siding ... ..	" E."
	Up main to Comrie Colliery Branch ... ..	" B."
10	Comrie Colliery Branch to Down main.	
11	Shunt spur (East) to Down through sidings or Engine siding.	
14	Engine siding to Down main.	
15	Engine siding to shunt spur (East).	
19	Down through sidings to shunt spur (East).	
20	Down through sidings to Down main.	
21	No. 4 Down through siding to shunt spur (East) or Down main.	
22	No. 3 Down through siding to shunt spur (East) or Down main.	
23	No. 2 Down through siding to shunt spur (East) or Down main.	
24	No. 1 Down through siding to shunt spur (East) or Down main.	
27	Up main distant.	
28	Up main home.	
29	Up main starting (controlled also as Blairhall Up main distant).	
30	Up main shunt-ahead.	
31	Goods siding to Up main.	
33	Up main back shunt or Up main to Goods siding.	
36	Down main starting.	
37	Down main home.	
38	Down main inner home.	
39	Down main outer home (also controlled from Blairhall as Down main home).	
40A	No. 1 Down through siding to Up main or shunt spur (West).	
40B	No. 2 Down through siding to Up main or shunt spur (West).	
40C	No. 3 Down through siding to Up main or shunt spur (West).	
40D	No. 4 Down through siding to Up main or shunt spur (West).	
41	Down through sidings (West) to Up main.	
42	Down through sidings to shunt spur (West).	
46	Shunt spur (West) to Down through sidings.	
48	Down main to Down through sidings.	
50	Up main to Down through sidings or Down main or Goods siding.	

### BLAIRHALL

<i>No.</i>	<i>Description</i>
2	Down main distant.
3	Down main home (also functions as Oakley Down main outer home).
5	Colliery Branch Down home 1.
6	Colliery Branch to Branch sidings.
8	Branch sidings to Colliery Branch.
9	Colliery Branch to Down main home 2.
15	Up main to Colliery Branch home.
16	Up main starting.

BLAIRHALL—*continued*

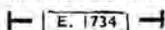
<i>No.</i>	<i>Description</i>
17	Up main home.
18	Up main distant (combined with Oakley Up main starting).
19	Up main to Down main (also controlled from Oakley).
21	Down main to Up main.
22	Down main to Up main back shunt.

**TRACK CIRCUITS**

The Up main line has been track circuited from 200 yards in rear of Oakley Up main home to Blairhall Up main starting.

The Down main line has been track circuited from 200 yards in rear of Oakley Down main outer home to Oakley Down main starting.

The extent of the individual track circuits is shown in the plan, thus:—



◁ ▷ signs will be provided on all the posts carrying the running signals in the track circuited area.

◁ ▷ signs at which these are provided are also provided with a telephone.

**ROUTE INDICATORS**

Route indicators will be provided at certain signals to indicate the route over which the particular signal applies.

J. McCREADIE,  
*Operating Superintendent.*

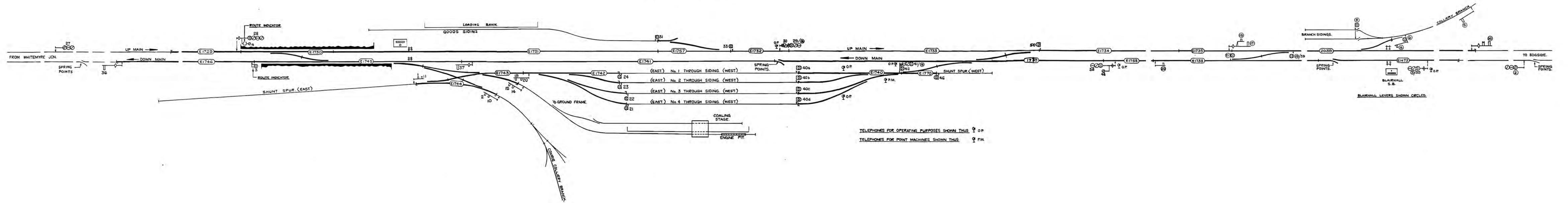
(OW2/WD.140/5.)

GLASGOW, 16th August 1954.

**THIS CIRCULAR NEED NOT BE ACKNOWLEDGED**

# OAKLEY.

## RE-SIGNALLING.



TELEPHONES FOR OPERATING PURPOSES SHOWN THUS ☎ O.P.  
TELEPHONES FOR POINT MACHINES SHOWN THUS ☎ P.M.

BLAIRHALL LEVERS SHOWN CIRCLED.