

B.R. 31015/5



For information of Railway Staff only

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# **SPECIAL NOTICE**

**PERMANENT WAY & SIGNALLING  
ARRANGEMENTS**

# **MILLERHILL**

# **RESIGNALLING**

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**(THIS NOTICE NEED NOT BE ACKNOWLEDGED)**

EDINBURGH, 23rd April 1962.

J. M. FLEMING, Traffic Manager.

# SIGNALLING RECORD SOCIETY

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## **MILLERHILL—RESIGNALLING**

### **OPENING ARRANGEMENTS**

In accordance with details which will be shown in Section "B" of EN Notice No. 18 the altered arrangements described herein, with the exception of certain connections which will not be brought into operation until a later date and which are mentioned herein, will be introduced during the week-end Saturday, 5th, to Monday, 7th May, 1962.

### **DESCRIPTION OF SCHEME**

A new signalbox, to be known as MILLERHILL and situated on the Down side of the line, 855 yards on the Niddrie side of the existing Millerhill box, will be provided to control the points and signals within the area formerly covered by the undernoted signalboxes, which will be dispensed with:—

Millerhill.

Niddrie South.

A new double line, known as the East goods line, has been provided to form a connecting route between Monktonhall Junction and Millerhill.

The Up and Down main lines between Niddrie North, Millerhill and Hardengreen Junction, the Up and Down branch lines between Niddrie West and Millerhill and the Up and Down East goods lines between Millerhill and Monktonhall Junction, will be worked by Track Circuit Block.

The single (Lothian) line between Niddrie North and Millerhill and the single goods line between Millerhill and Loanhead will be worked in accordance with the Non-Token Block Regulations.

All the running signals controlled from the new box, with the exception of the semaphore distant signal on the Up branch line from Niddrie West and the semaphore distant signal for M.216, detailed in proper sequence in the description table, will be of the colour light type with subsidiary position light or miniature yellow signals where required. All the shunting signals will be of the position light type.

All the new permanent way and signalling are as shown on the accompanying diagrams (2 sheets).

### **CONNECTIONS WHICH WILL BE OUT OF USE UNTIL FURTHER NOTICE**

Facing connection, Down main line to Hardengreen end of South Down reception sidings.

Facing connection, Down main line to connection between Millerhill end of South Down receptions and Loanhead branch loop line.

Connection between South Down reception sidings and Loanhead branch loop line.

Slip connection between Loanhead branch single goods line and South Down reception sidings.

Connection between N.C.B. siding and Loanhead branch loop line at signal M.53.

Connection between Loanhead branch loop line and N.C.B. siding at signal M.83.

Connection between Loanhead branch loop line and No. 3 North Down reception siding.

Connection between Loanhead branch loop line and No. 2 North Down reception siding.

Connection between Loanhead branch loop line and No. 1 North Down reception siding.

Connection between Loanhead branch loop line and engine rounding road.

Connection between No. 1 and No. 2 Down goods loop lines in advance of signal M.132.

## CONNECTIONS WHICH WILL BE OUT OF USE UNTIL FURTHER NOTICE—*continued.*

Connection from engine release road to No. 2 Down goods loop line.

Connection between No. 1 and No. 2 Down goods loop lines in advance of signal M.161.

Connection from outgoing line to No. 1 Down goods loop line in advance of signal M.187.

Connection from N.C.B. sidings to No. 1 Down goods loop line in rear of signal M.191.

(Although the points for the connections mentioned above will be normally secured out of use, it will be necessary on occasions for ballast, etc., trains to gain access to sidings at present isolated from the running lines, and such movements will be permitted under special arrangements.)

## SIGNALLING ARRANGEMENTS

### Subsidiary Signals

The driver of a passenger train must not pass a stop signal at danger in response to a subsidiary position light signal mounted underneath showing two white lights. If a subsidiary aspect is displayed for a passenger train the driver must advise the signalman of the position, by telephone, and obtain authority to proceed.

When a proceed aspect is given by a main colour light stop signal for a movement towards the East goods line, ground subsidiary signal M.93 will normally be in the clear position, but the signalman may restore signal M.93 to the danger position in an emergency or as other circumstances demand.

Position light ground signals must not be passed in the "On" position unless verbally instructed to do so by the signalman.

A description of all new and altered signals shown on the accompanying diagrams is as follows:—

Signals prefixed by letters PE are operated from Portobello East box.

Signals prefixed by letters NN are operated from Niddrie North box.

Signals prefixed by letter M are operated from Millerhill box.

Signals prefixed by letters HG are operated from Hardengreen Jn. box.

Signals prefixed by letters MK are operated from Monktonhall Jn. box.

## RUNNING SIGNALS

Signal	Aspect, main, subsidiary or miniature yellow			Route indication where provided	Application
<b>Up main line</b>					
PE.39	Main	...	...	—	To NN.29.
NN.29	Main	...	...	—	To M.214.
	Main	...	...	R.H. Jn. indicator	To Outer Circle line.
M.214	Main	...	...	—	To M.182.

**RUNNING SIGNALS—continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication where provided	Application
<b>Up main line—continued.</b>			
M.182	Main ... ..	—	To M. 156.
	L.H. Min. yellow ...	←H	Towards reception sidings 6-8.
	L.H. Min. yellow ...	H ↑	Towards reception sidings 1-5.
M.156	Main ... ..	—	To M. 132.
	L.H. Min. yellow ...	2	Towards M.131.
	L.H. Min. yellow ...	1	Towards M.127.
	L.H. Min. yellow ...	D	Towards engine road.
M.132	Main ... ..	—	To M.92.
	L.H. Min. yellow ...	2	Towards M.111.
	L.H. Min. yellow ...	1	Towards M.112.
M.92	Main ... ..	—	To M.22.
	Sub. 'C' ... ..	—	Towards M.22 (Calling-on).
	Main ... ..	R.H. Jn. indicator	To M.26.
	Sub. 'C' ... ..	R.H. Jn. indicator	Towards M.26 (Calling-on).
	R.H. Min. yellow ...	A	Towards M.79.
	R.H. Min. yellow ...	L	Towards M.51.
M.22	Main ... ..	—	To M.2.
M.10 (From South Down reception sidings)	Main ... ..	—	To M.2.
	Subsidiary ... ..	U	Towards M.2.
	Subsidiary ... ..	X	Towards Down main line shunt limit.
M.2	Main ... ..	—	To HG.14.
<b>Down main line</b>			
M.3	Main ... ..	—	To M.5.
M.5	Main ... ..	—	To M.59.
	L.H. Min. yellow ...	—	Towards M.9.
M.59	Main ... ..	—	To M. 117.
	Main ... ..	R.H. Jn. indicator	To M.46.

**RUNNING SIGNALS—continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication where provided	Application	
<b>Down main line—continued.</b>				
M. 59— <i>contd.</i>	L.H. Min. yellow	...	H	Towards M.83.
	L.H. Min. yellow	...	2	Towards No. 2 Down goods loop line.
	L.H. Min. yellow	...	1	Towards No. 1 Down goods loop line.
	R.H. Min. yellow	...	1X	Towards No. 1 Up goods loop line.
	R.H. Min. yellow	...	2X	Towards No. 2 Up goods loop line.
	R.H. Min. yellow	...	Y	Towards Up yard.
M.117	Main ... ..	...	—	To M.149.
	L.H. Min. yellow	...	2	Towards M.159.
	L.H. Min. yellow	...	1	Towards M.158.
M.149	Main ... ..	...	—	To M.181.
	L.H. Min. yellow (controlled from Down yard departure ground frame)	...	Y	Towards Down yard.
	L.H. Min. yellow	...	N	Towards engine shunting head.
	L.H. Min. yellow	...	1	Towards M.183.
M.181	Main ... ..	...	—	To NN.13.
	Main ... ..	...	L.H. Jn. indicator	To M.211.
	Main ... ..	...	R.H. Jn. indicator	To Lothian line.
M.188 (From Up main line)	Main ... ..	...	W	To M.211.
	Main ... ..	...	D	To NN.13.
	Main ... ..	...	L	To Lothian line via Up main line.
	Sub. ... ..	...	W	Towards M.211.
	Sub. ... ..	...	D	Towards NN.13.
M. 191 (From No. 1 Down goods loop line)	Main ... ..	...	↑	To M.194.
	Main ... ..	...	W	To M.211.
	Main ... ..	...	D	To NN.13.
	Main ... ..	...	L	To Lothian line.
	Sub. ... ..	...	↑	Towards M.194.
	Sub. ... ..	...	W	Towards M.211.
Sub. ... ..	...	D	Towards NN.13.	

**RUNNING SIGNALS—continued**

Signal	Aspect, main, subsidiary or miniature yellow				Route indication where provided	Application
<b>Down main line—continued</b>						
M.194	Main	...	...	...	—	To M.211.
(From No. 1 Down goods loop line)	Sub.	...	...	...	—	Towards M.211.
NN.13	Main	...	...	...	—	Niddrie North home 1 signal.
<b>Lothian line</b>						
<b>Up direction</b>						
M.216	Main	...	...	...	—	To M.182.
<b>Niddrie West branch</b>						
<b>Up branch line</b>						
M.210	Main	...	...	...	—	To M.196.
M.196	Main	...	...	...	—	To M.182.
<b>Down branch line</b>						
M.211	Main	...	...	...	—	To Niddrie West home 2 signal.
<b>Up East goods line</b>						
M.44	Main	...	...	...	—	To Up auto. signal.
	Sub. 'S'	...	...	...	—	Towards Up auto. signal.
M.46	Main	...	...	...	—	To Up auto. signal.
Up auto.	Main	...	...	...	—	To MK.2.
MK.2	Main	...	...	...	—	Monktonhall Jn. home signal.
<b>Down East goods line</b>						
MK.6/12	Main	...	...	...	—	To Wanton Walls.
	Main	...	...	...	L.H. Jn. indicator	To Down auto. signal.
Down auto.	Main	...	...	...	—	To M.41.
M.41	Main	...	...	...	—	To M.98.
M.98	Main	...	...	...	—	To M.94.
M.94	Main	...	...	...	—	To M.22.
	Sub. 'C'	...	...	...	—	Towards M.22 (calling-on).
	Main	...	...	...	R.H. Jn. indicator	To M.26.
	Sub. 'C'	...	...	...	R.H. Jn. indicator	Towards M.26 (calling-on).
	R.H. Min. yellow	...	...	...	A	Towards M.79.
	R.H. Min. yellow	...	...	...	L	Towards M.51.

**RUNNING SIGNALS—continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication where provided	Application
<b>Loanhead branch</b>			
<b>Up direction</b>			
M.24	Main ... ..	—	Branch loop starting signal to Loanhead.
M.26	Main ... ..	—	Branch starting signal to Loanhead.
<b>Down direction</b>			
M.25	Main ... ..	—	To M.27.
M.27	Main ... ..	—	To M.73.
	L.H. Min. yellow ...	—	Towards M.57.
M.73	Main ... ..	—	To M.117.
	Main ... ..	R.H. Jn. indicator	To M. 46.
	L.H. Min. yellow ...	2	Towards M.136.
	L.H. Min. yellow ...	1	Towards M.135.
	R.H. Min. yellow ...	1X	Towards No. 1 Up goods loop line shunt limit.
	R.H. Min. yellow ...	2X	Towards No. 2 Up goods loop line shunt limit.
	R.H. Min. yellow ...	Y	Towards Up yard.

**SHUNTING SIGNALS**

No.	Application	Route indication where provided
M.6	Top signal—Towards M.9 ... ..	—
	Bottom signal—Towards M.59 ... ..	—
M.7	Towards M.9 ... ..	—
M.9	Towards South Down reception siding No. 9 ...	9
	"  "  "  "  "  "  No. 8 ...	8
	"  "  "  "  "  "  No. 7 ...	7
	"  "  "  "  "  "  No. 6 ...	6
	"  "  "  "  "  "  No. 5 ...	5
M.10	Towards shunt spur ... ..	—

SHUNTING SIGNALS—*continued*

No.	Application	Route indication where provided
M.15	Towards M.10 ... ..	—
M.16	Towards M.10 ... ..	—
M.17	Towards M.10 ... ..	—
M.18	Towards M.10 ... ..	—
M.19	Towards M.10 ... ..	—
M.42	Towards M.98 ... ..	—
M.50a } M.50b }	Normally yellow propelling signals (will clear when M.53, M.85 and M.91 taken off for N.C.B. sidings (Empties).	— —
M.51	Towards M.24 ... .. Towards N.C.B. siding ... ..	L P
M.52	Towards N.C.B. siding ... ..	—
M.53	Top signal — Towards M.85 ... .. Bottom signal—Towards M.78 ... ..	— —
M.57	Towards M.78 ... ..	—
M.58	Propelling indicators, double-sided stencil type, applying for movements to North Down reception sidings :—	
	Towards M.69 off, from No. 5 South Down reception siding ... ..	5
	Towards M.65 off, from No. 6 South Down reception siding ... ..	6
	Towards M.66 off, from No. 7 South Down reception siding ... ..	7
	Towards M.67 off, from No. 8 South Down reception siding ... ..	8
	Towards M.68 off, from No. 9 South Down reception siding ... ..	9
M.65	Towards M.71 } M.66 } M.67 } M.68 } M.69 }	H (Indicator only when relative propelling indication (M.58) operated)

SHUNTING SIGNALS—*continued*

No.	Application	Route indication where provided
M.71	Towards M.83 ... ..	H
	Towards M.136 (via Down main line) ... ..	2
	Towards M.135 (via Down main line) ... ..	1
	Towards M.117 ... ..	D
	Towards No. 1 Up goods loop line shunt limit ... ..	1X
	Towards No. 2 Up goods loop line shunt limit ... ..	2X
	Towards Up yard ... ..	Y
Towards M.93 ... ..	M	
M.72	Towards M.83 ... ..	H
	Towards M.136 ... ..	2
	Towards M.135 ... ..	1
	Towards M.117 ... ..	D
	Towards M.82 ... ..	UX
M.78	Towards M.83 ... ..	H
	Towards M.136 ... ..	2
	Towards M.135 ... ..	1
	Towards M.117 ... ..	D
	Towards No. 1 Up goods loop line shunt limit ... ..	1X
	Towards No. 2 Up goods loop line shunt limit ... ..	2X
Towards Up yard ... ..	Y	
Towards M.46 ... ..	M	
M.79	Towards M.19 ... ..	5
	Towards M.15 ... ..	6
	Towards M.16 ... ..	7
	Towards M.17 ... ..	8
	Towards M.18 ... ..	9
M.81	Towards M.22 ... ..	U
	Towards M.79 ... ..	A
	Towards M.51 ... ..	L
M.82	Towards No. 1 Up goods loop line shunt limit ... ..	1X
	Towards No. 2 Up goods loop line shunt limit ... ..	2X
	Towards Up yard ... ..	Y
	Towards M.46 ... ..	M
M.83	Top signal — Towards M.91 ... ..	—
	Bottom signal—Towards M.89 ... ..	—
M.85	Towards M.91 ... ..	—
M.86	Top signal — Towards M.81 ... ..	—
	Bottom signal—Towards M.52 ... ..	—
M.87	Towards M.81 ... ..	—

SHUNTING SIGNALS—*continued*

No.	Application	Route indication where provided
M.88	Towards M.22 ... .. Towards M.79 ... .. Towards M.26 ... .. Towards M.51 ... ..	U A B L
M.89	Towards North Down reception sidings Nos. 1, 2, 3 or 4 ... .. Towards M.136 ... .. Towards M.135 ... ..	H 2 1
M.91	Top signal — Towards N.C.B. sidings (Empties or Engine Road) ... .. Bottom signal—Towards North Down reception sidings Nos. 6, 5 or 4. (Also controlled by Down yard Control tower) ... ..	— —
M.93	Top signal — Towards Up yard. (Also controlled by Up yard) ... .. Bottom signal—Towards M.46 ... ..	— —
M.95	Towards M.22 ... .. Towards M.79 ... .. Towards M.26 ... .. Towards M.51 ... ..	U A B L
M.96	Towards M.22 ... .. Towards M.79 ... .. Towards M.26 ... .. Towards M.51 ... ..	U A B L
M.97	Towards M.94 ... ..	—
M.101	Towards M.87 ... ..	—
M.102	Towards M.87 ... ..	—
M.103	Towards M.87 ... ..	—
M.104	Top signal — Towards M.87 ... .. Bottom signal—Towards M.86 ... ..	— —
M.105	Towards M.86 ... ..	—
M.106	Towards M.86 ... ..	—
M.107	Towards M.86 ... ..	—

## SHUNTING SIGNALS—continued

No.	Application	Route indication where provided
M.108	Towards M.86 ... ..	—
M.110	Towards M.87 ... ..	—
M.111	Towards M.95 ... ..	—
M.112	Towards M.96 ... ..	—
M.118	Top signal — Towards M.124 ... ..	—
	Bottom signal—Towards No. 1 Up goods loop line shunt limit ... ..	—
M.119	Towards M.159 ... ..	2
	Towards M.158 ... ..	1
	Towards M.149 ... ..	D
	Towards No. 1 Up goods loop line shunt limit ... ..	1X
	Towards No. 2 Up goods loop line shunt limit ... ..	2X
	Towards M.126 ... ..	E
M.122	Towards M.111 ... ..	—
M.123	Towards M.111 ... ..	2
	Towards M.112 ... ..	1
	Towards M.92 ... ..	U
M.124	Towards M.159 ... ..	2
	Towards M.158 ... ..	1
	Towards M.149 ... ..	D
M.125	Top signal — Towards No. 2 Up goods loop line shunt limit ... ..	—
	Bottom signal—Towards engine road. (Also controlled from Up yard Control tower.) ... ..	—
M.126	Top signal — Towards No. 2 Up goods loop line shunt limit ... ..	—
	Bottom signal—Towards engine road. (Also controlled from Up yard Control tower.) ... ..	—
M.127	Towards M.123 ... ..	—
M.128	Towards Up yard. (Also controlled from Up yard.)	Y
	Towards engine ash siding ... ..	E
	Towards M.111 ... ..	2

SHUNTING SIGNALS—*continued*

No.	Application	Route indication where provided
M.129	Top signal — Towards Up yard. (Also controlled from Up yard.) ... ..	—
	Bottom signal—Towards engine ash siding ... ..	—
M.131	Towards M.128 ... ..	—
M.135	Towards M.137 ... ..	—
M.136	Towards M.138 ... ..	—
M.137	Towards M.159 ... ..	2
	Towards M.158 ... ..	1
	Towards M.149 ... ..	D
M.138	Towards M.159 ... ..	2
	Towards M.158 ... ..	1
	Towards M.149 ... ..	D
M.139	Towards M.111 ... ..	2
	Towards M.112 ... ..	1
	Towards M.92 ... ..	U
	Towards No. 1 Down goods loop line shunt limit ...	1X
M.141	Towards M.111 ... ..	2
	Towards M.112 ... ..	1
	Towards M.92 ... ..	U
M.142	Towards engine road ... ..	E
	Towards M.159 ... ..	2
	Towards M.158 ... ..	1
	Towards M.149 ... ..	D
M.143	Towards M.139 ... ..	—
M.144	Top signal — Towards M.139 ... ..	—
	Bottom signal—Towards No. 2 Down goods loop line shunt limit ... ..	—
M.147	Towards M.141 ... ..	DX
	Towards M.143 ... ..	1X
	Towards M.144 ... ..	2X
M.151	Towards M.155 ... ..	—
M.152	Towards M.155 ... ..	—
M.153	Towards M.155 ... ..	—

## SHUNTING SIGNALS—continued

No.	Application	Route indication where provided
M.154	Towards Down yard. (Also controlled from Down yard ground frame.) ... ..	Y
	Towards engine shunting head ... ..	N
	Towards M.183 ... ..	1
	Towards M.181 ... ..	D
M.155	Towards Down yard. (Also controlled from Down yard ground frame.) ... ..	Y
	Towards engine shunting head ... ..	N
	Towards M.183 ... ..	1
	Towards M.181 ... ..	D
M.158	Towards M.161 ... ..	—
M.159	Towards M.162 ... ..	—
M.161	Towards Down yard. (Also controlled from Down yard ground frame.) ... ..	Y
	Towards engine shunting head ... ..	N
	Towards M.183 ... ..	1
M.162	Top signal — Towards Down yard. (Also controlled from Down yard ground frame.) ... ..	—
	Bottom signal—Towards engine shunting head ...	—
M.163	Towards M.131 ... ..	2
	Towards M.127 ... ..	1
	Towards M.132 ... ..	U
	Towards No. 1 Down goods loop line shunt limit ...	1X
	Towards engine road. (Also controlled from Up yard Control tower.) ... ..	D
M.164	Towards M.163 ... ..	—
M.165	Top signal — Towards M.163 ... ..	—
	Bottom signal—Towards No. 2 Down goods loop line shunt limit ... ..	—
M.166	Towards M.165 ... ..	—
M.177	Towards M.178 ... ..	—
M.178	Top signal — Towards M.188 ... ..	—
	Bottom signal—Towards shunt spur ... ..	—

SHUNTING SIGNALS—*continued*

No.	Application	Route indication where provided
M.154	Towards Down yard. (Also controlled from Down yard ground frame.) ... .. Towards engine shunting head ... .. Towards M.183 ... .. Towards M.181 ... ..	Y N 1 D
M.155	Towards Down yard. (Also controlled from Down yard ground frame.) ... .. Towards engine shunting head ... .. Towards M.183 ... .. Towards M.181 ... ..	Y N 1 D
M.158	Towards M.161 ... ..	—
M.159	Towards M.162 ... ..	—
M.161	Towards Down yard. (Also controlled from Down yard ground frame.) ... .. Towards engine shunting head ... .. Towards M.183 ... ..	Y N 1
M.162	Top signal — Towards Down yard. (Also con- trolled from Down yard ground frame.) ... .. Bottom signal—Towards engine shunting head ... ..	— —
M.163	Towards M.131 ... .. Towards M.127 ... .. Towards M.132 ... .. Towards No. 1 Down goods loop line shunt limit ... .. Towards engine road. (Also controlled from Up yard Control tower.) ... ..	2 1 U 1X D
M.164	Towards M.163 ... ..	—
M.165	Top signal — Towards M.163 ... .. Bottom signal—Towards No. 2 Down goods loop line shunt limit ... ..	— —
M.166	Towards M.165 ... ..	—
M.177	Towards M.178 ... ..	—
M.178	Top signal — Towards M.188 ... .. Bottom signal—Towards shunt spur ... ..	— —

**SHUNTING SIGNALS**—*continued*

No.	Application	Route indication where provided
M.179	Towards Up reception sidings ... ..	—
M.183	Towards M.187 ... ..	—
M.184	Towards M.191 ... ..	—
M.185	Towards M.191 ... ..	—
M.186	Towards M.191 ... ..	—
M.187	Towards M.191 ... ..	—
M.192	Towards No. 1 Down goods loop line shunt limit ...	IX
	Towards outgoing line ... ..	Y
	Towards secondary sorting sidings ... ..	S
	Towards N.C.B. sidings ... ..	P
M.193	Towards M.182 ... ..	U
	Towards No. 1 Down goods loop line shunt limit ...	IX
	Towards outgoing line ... ..	Y
	Towards secondary sorting sidings ... ..	S
	Towards N.C.B. sidings ... ..	P
M.195	Top signal — Towards M.193 ... ..	—
	Bottom signal—Towards M.192 ... ..	—

**GROUND FRAME ARRANGEMENTS**

Ground frames controlling points and signals will be provided as described below :—

**Ramsay Colliery**

A two-lever ground frame to operate connection between Loanhead branch single line and colliery sidings, controlled by Annett's key kept in Loanhead signal box.

**Gilmerton Colliery**

A five-lever ground frame to operate connection between Loanhead branch single line and colliery sidings, electrically controlled from Millerhill box. Trains must be shut-in when serving the siding.

**Millerhill public siding**

A two-lever ground frame to operate connection between N.C.B. siding and public sidings, electrically controlled from Millerhill box.

**Millerhill Down yard**

A three-lever ground frame to operate connection between No. 2 Down goods loop line and outgoing line, electrically controlled from Millerhill box.

**Signal post signs**

Although not shown on the accompanying diagrams, the following signs are provided, where applicable, in accordance with Regional practice :—



With the exception of certain ground signals, signal telephones have been provided throughout the scheme.

## EXPLANATION OF SYMBOLS

### SEMAPHORE SIGNALS



### MAIN LINE COLOUR LIGHT SIGNALS

#### 2 ASPECT



CAPABLE OF SHOWING RED OR GREEN ASPECTS



CAPABLE OF SHOWING YELLOW OR GREEN ASPECTS

#### 3 ASPECT



CAPABLE OF SHOWING RED, YELLOW OR GREEN ASPECTS



CAPABLE OF SHOWING RED, YELLOW OR GREEN ASPECTS

#### 4 ASPECT



CAPABLE OF SHOWING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECTS

● NORMAL ASPECT OF STOP SIGNALS SHOWN THUS-

### SUBSIDIARY SIGNALS



SMALL YELLOW NORMALLY OUT (RULE 35c)

POSITION LIGHT SUBSIDIARY SIGNAL NORMALLY OUT

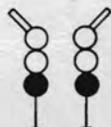
PROCEED INDICATIONS GIVEN THUS:-

TWO WHITE LIGHTS AT 45° (RULE 47-SHUNTING)

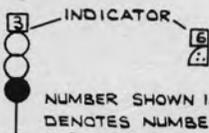
TWO WHITE LIGHTS AT 45° WITH LETTER C (RULE 44-CALLING ON)

TWO WHITE LIGHTS AT 45° WITH LETTER S (RULE 46-SHUNT AHEAD)

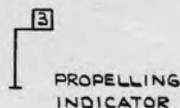
### ROUTE INDICATORS



JUNCTION TYPE



NUMBER SHOWN IN SQUARE DENOTES NUMBER OF INDICATIONS CAPABLE OF BEING DISPLAYED



PROPELLING INDICATOR

### GROUND SHUNTING SIGNALS



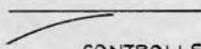
SINGLE



DOUBLE

POSITION LIGHT TYPE SIGNAL NORMAL ASPECT SHOWS RED & WHITE  
PROCEED ASPECT TWO WHITE LIGHTS AT 45°

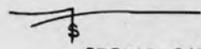
### POINTS



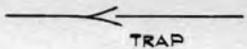
CONTROLLED



CATCH OR TRAP



SPRING CATCH



TRAP



SHUNT LIMIT



WALL BRACKET

