

B.R. 31015/5



For information of Railway Staff only

SPECIAL NOTICE

**PERMANENT WAY & SIGNALLING
ARRANGEMENTS**

MILLERHILL

DOWN MARSHALLING YARD

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

EDINBURGH, 1st April 1963.

J. M. FLEMING, Traffic Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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MILLERHILL DOWN YARD.

A new Marshalling Yard named "MILLERHILL DOWN YARD" situated on the Down side of the Carlisle/Edinburgh main line between Millerhill and Niddrie North signalboxes, will be brought into use on Monday, 8th April, 1963.

The new yard is equipped with reception sidings at the Millerhill end which converge into a shunting hump, central groups of sorting sidings and outgoing line at the Niddrie end.

All movements in the hump area are controlled from a control tower situated on the west side at the entrance to the sorting sidings and all controlled points in this area are operated from the control tower.

LAYOUT AND SIGNALLING ARRANGEMENTS.

Details of the layout and signalling arrangements are shown on the accompanying diagram.

The connections from the N.C.B. sidings (empties) and N.C.B. engine road at the Millerhill end of North Down Reception siding No. 6 will not be brought into use until further notice.

(Note.—Signals prefaced by the letter "M" are worked from Millerhill box and have already been described in the Special Notice "Millerhill Resignalling" issued on 23rd April, 1962.)

Amendments to accompanying diagram.

The connection from N.C.B. loaded sidings to North Down Reception siding No. 6, together with Signal 25 and the two-way route indicator shown on Signal H.5/6B, will not now be provided.

The application of signals is as follows :—

Millerhill Down Yard control tower.

No.	Aspect.	Application.
H1/2.B	{ R.H. Min. Yellow L.H. Min. Yellow	Towards signal M.142.
H3/4.B		
H5/6.B	{ R.H. Min. Yellow	
	{ L.H. Min. Yellow	

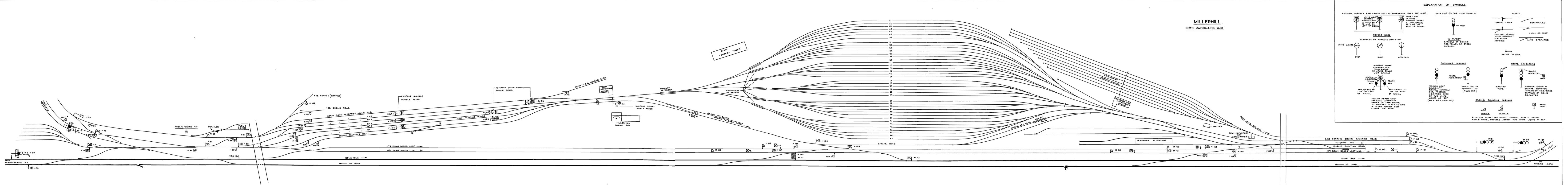
No.	Application.
13	Towards North Down reception sidings.
14	Towards North Down reception sidings.
15	Towards signal M.110.
23	Towards signal M.142.

Humping Signals HA, H1/2B, H1/2C, H3/4B, H3/4C, H5/6B and H5/6C only control humping movements from the North Down reception sidings to the hump.

Miniature yellow signal 22 (normally out) provided on right-hand bracket under humping signal HA applies for movement of humping engine only towards the brake van siding or engine release road.

GROUND FRAME ARRANGEMENTS.

A three-lever ground frame, electrically controlled from Millerhill box, is provided to operate the connection between the Down Goods loop line and the outgoing line.



MILLERHILL.
DOWN MARSHALLING YARD

