



**SCOTTISH REGION**

# **SPECIAL NOTICE**

# **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

## **HAYMARKET**

## **RESIGNALLING**

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

**1 DECEMBER, 1975  
GLASGOW**

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Movements Manager**

# SIGNALLING RECORD SOCIETY

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## HAYMARKET RESIGNALLING

### OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use in three stages. The details of each stage will be shown in Section B of the appropriate notice and introduced as follows:—

**Stage 1 – 14 December, 1975**

**Stage 2 – 21 December, 1975**

**Stage 3 – 15 February, 1976**

### DESCRIPTION OF SCHEME

#### Stage 1 – 14 December, 1975

Haymarket Central Jn., Haymarket West Jn., Saughton Jn. and Gorgie Jn. boxes will be closed and the area formerly covered by these boxes will be controlled from a new box named **Haymarket**, situated adjacent to the Down South line, between Duff Street Jn. and Haymarket Central Jn.

The following running lines will be redesignated:—

Old designation	New designation
Up and Down branch lines	Up and Down Shotts lines
Outer and Inner Circle lines	Up and Down Haymarket curve
Up and Down South lines, on Glasgow side of Haymarket West Jn.	Up and Down E & G lines
Up and Down North lines, on Dalmeny side of Haymarket West Jn.	Up and Down Fife lines

#### Nomenclature of junctions

Junctions will be designated as follows:—

Location	Name
Between the South lines and Shotts lines	Haymarket East Junction
Between the North and South lines and Haymarket curve	Haymarket Central Junction
Between the North and South lines and Suburban lines	Haymarket West Junction
Between Haymarket curve and Suburban lines	Gorgie Junction

The undernoted connections and associated signal route indications will not be commissioned at this stage:—

Haymarket East Jn.	175 points
Haymarket Central Jn.	182, 184 and 185 points

#### Method of Working

The Track Circuit Block Regulations will apply throughout the area controlled by Haymarket box and on the lines to and from the undernoted boxes:—

Waverley West	Queensferry Jn.	Dalmeny Jn.
Slateford Jn.		Morningside Road

#### Stage 2 – 21 December, 1975

175 points at Haymarket East Jn. and associated signal route indications, will be brought into use.

#### Stage 3 – 15 February, 1976

182, 184 and 185 points at Haymarket Central Jn. and associated signal route indications, will be brought into use.

**SIGNALLING ARRANGEMENTS**

The description of the application of all signals shown on the accompanying diagram is as shown herein.

<b>Signal Prefix Letter</b>	<b>Controlled from</b>
EH	Haymarket
QJ	Queensferry Jn.
DJ	Dalmeny Jn.
S	Slateford Jn.
M	Morningside Road
W	Waverley West

Signal M33 was previously plated G15 and controlled from Gorgie Jn. box.

Signal EH521 was previously plated HC35 and controlled from Haymarket Central Jn. box.

Signal EH564R was previously the Up line auto distant signal situated between Queensferry Jn. and Saughton Jn.

**RUNNING SIGNALS**

Signal	Aspect, Main or Draw ahead	Route indication where provided	Application
<b>Up E &amp; G/Up South</b>			
EH564R	Main		distant for EH564
EH564	Main		to EH562
EH562	Main		to EH558
EH558	Main		to EH552
EH 552	Main Main	junction indicator	to EH528 to EH536
EH528	Main Main draw ahead	junction indicator	to W112 to W224 towards EH514
W112	Main warning	W	to W111 towards W111
<b>Up Fife/Up North</b>			
EH642R	Main		distant for EH642
EH642	Main		to EH638
EH638	Main		EH556
EH556	Main		to EH554
EH554	Main Main	upper junction indicator lower junction indicator	to EH532 to EH528 to EH536
EH532	draw ahead Main Main draw ahead	junction indicator	towards EH924 to W224 to W112 towards EH514
W224	Main warning	W	to W223 towards W223
<b>Up Suburban</b>			
EH536	Main		to M33
M33	Main		to Morningside Road

**RUNNING SIGNALS – continued**

Signal	Aspect, main or draw ahead	Route indication, where provided	Application
<b>Up Haymarket Curve</b>			
EH529	Main Main draw ahead	junction indicator	to W112 to W224 towards EH514
<b>Up Shotts</b>			
EH521	Main		to S78
<b>Down South/Down E. &amp; G.</b>			
W90	Main		to EH511
EH511	Main Main	left hand Junction indicator right hand upper junction indicator right hand lower junction indicator	to EH523 to EH521 to EH525 to EH527
	draw ahead	O	towards EH917
	draw ahead	Y	towards carriage sidings
EH523	Main Main	Junction indicator	to EH543 to EH534
EH543	Main Main	Junction indicator	to EH547 to EH5
EH547	Main		to EH561
EH561	Main		to EH563
EH563	Main		to QJ565
QJ565	Main		to Queensferry Jn. Down Home
<b>Down North/Down Fife</b>			
W205	Main		to EH513
EH513	Main Main draw ahead draw ahead	Junction indicator O Y	to EH525 to EH527 towards EH917 towards carriage sidings
EH525	Main Main Main	upper junction indicator lower junction indicator	to EH545 to EH543 to EH534
EH545	Main		to EH551
EH551	Main		to EH637
EH637	Main		to EH641
EH641	Main		to DJ643
DJ643	Main		to Dalmeny Jn. Down Home
<b>Down Suburban</b>			
EH537	Main Main	junction indicator	to EH541 to EH529
EH541	Main Main	junction indicator	to EH547 to EH551
<b>Down Haymarket Curve</b>			
EH534	Main		to M33

**RUNNING SIGNALS – continued**

Signal	Aspect, main or draw ahead	Route indication, where provided	Application
<b>Down Shotts</b>			
S69	Main		to EH520
EH520	Main		to W112
<b>North Goods Loop</b>			
EH514	Main	N	to W224
	Main	S	to W112
	draw ahead	1	towards No.1 group sidings
	draw ahead	X	towards Down South limit of shunt indicator
EH527	Main	C	to EH534
	Main	S	to EH543
	Main	N	to EH545
	draw ahead	X	towards North goods loop limit of shunt indicator
	draw ahead	L	towards Ingoing line.
	draw ahead	W	towards Washer bay
	draw ahead	O	towards Outgoing line
<b>Outgoing Line</b>			
EH516	Main	N	to W224
	Main	S	to W112
	draw ahead	2	towards No.2 group sidings.
	draw ahead	1	towards No.1 group sidings
	draw ahead	X	towards Down South limit of shunt indicator
<b>Carriage Sidings</b>			
EH518	Main	N	to W224
	Main	S	to W112
	draw ahead	2	towards No.2 group sidings
	draw ahead	1	towards No.1 group sidings
	draw ahead	X	towards Down South limit of shunt indicator

**SHUNTING SIGNALS**

Signal	Route indication, where provided	Application
<b>Up South</b>		
EH921	C	towards EH534
	S	towards EH543
EH905	US	towards EH921
	DN	towards EH525
	UN	towards EH915
	L	towards EH527
	O	towards EH917
	Y	towards carriage sidings

## SHUNTING SIGNALS — continued

Signal	Route indication, where provided	Application
<b>Up North</b>		
EH915	C	towards EH534
	S	towards EH543
	N	towards EH545
EH907	N	towards EH915
	L	towards EH527
	O	towards EH917
	Y	towards carriage sidings
<b>Down South/Down E &amp; G</b>		
EH928	L	towards EH514
	N	towards W224
	S	towards W112
EH934	X	towards EH928
	S	towards Down South siding
EH936	X	towards EH934
	B	towards EH536
<b>Down North/Down Fife</b>		
EH926	L	towards EH514
	N	towards W224
	S	towards W112
	X	towards Down South limit of shunt indicator.
EH938	US	towards EH528
	DS	towards EH934
	B	towards EH536
<b>Up Suburban</b>		
EH931	—	towards EH529
<b>Down South Siding</b>		
EH933	S	towards EH547
	N	towards EH551
<b>North Goods Loop</b>		
EH924	—	towards EH514
<b>Outgoing Line</b>		
EH918	O	towards EH516
	L	towards EH514
EH917	—	towards loco depot
<b>Ingoing Line</b>		
EH922	—	towards EH514
<b>Washer Bay</b>		
EH920	—	towards EH514
<b>No.1 Group Sidings</b>		
EH911	L	towards EH527
	O	towards EH917
	Y	towards carriage sidings
<b>No.2 Group Sidings</b>		
EH913	O	towards EH917
	Y	towards carriage sidings

**GROUND FRAME ARRANGEMENTS**

Ground frames, will be provided as described below:-

**Distillery Ground Frame**

The existing seven-lever ground frame will be replaced by a two lever ground frame electrically controlled from Haymarket box.

Trains may be shut in.

**Gogar Ground Frame**

The existing two-lever ground frame will be released by the occupation of Down E & G line track circuits in accordance with the instructions appearing on page 261 of the Sectional Appendix. The telephone associated with this ground frame will give communication with the signalman at Queensferry Junction box.

Trains must not be shut in.

**A.W.S. EQUIPMENT**

A.W.S. track equipment is provided throughout the scheme.

**SIGNAL POST SIGNS**

Although not shown on the accompanying diagram the following signs are provided where applicable in accordance with Regional practice.



