



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND

SIGNALLING ARRANGEMENTS

DUNBAR

RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

26 JANUARY, 1976
GLASGOW

C.L. Rowbury
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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DUNBAR RESIGNALLING

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use in accordance with details which will be shown in Section B of EN Notice No.5 and will be introduced at approximately 17 00 on **Sunday 1 February, 1976.**

DESCRIPTION OF SCHEME

Dunbar East and West boxes will be closed and the area formerly covered by these boxes will be controlled from a new box named **Dunbar**, situated on the platform at Dunbar station.

METHOD OF WORKING

The Absolute Block Regulations will apply on the Up and Down lines between Oxwellmains and Dunbar boxes.

The Track Circuit Block Regulations will apply on the Up and Down lines between Dunbar and East Linton boxes, and on the Up and Down loop line through Dunbar station.

SIGNALLING ARRANGEMENTS

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

Signal Prefix letter	Controlled from
ED	Dunbar
E	East Linton

RUNNING SIGNALS

Signal	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Main			
ED487R	Main	—	Distant for ED487
ED487	Main	—	to ED495
	Main	junction indicator	to ED497
ED495	Main	—	to ED501
Up Main			
ED498	Main	—	to ED492
	Main	junction indicator	to ED494
ED492	Main	—	to ED486
ED486	Main	—	to Oxwellmains Up home signal
Up and Down Loop			
ED497	Main	—	to ED501
ED494	Main	—	to ED486

The application of all the remaining signals are to the next signal.

SHUNTING SIGNALS

Signal	Indication	Application
Up Main ED815	—	back along Up main line towards ED817 or towards ED497
ED817	—	towards ED501
Down Main ED818	—	towards ED492 or towards ED494
	X	towards Down main line limit of shunt

STENTON CROSSOVERS

The crossovers are controlled from a switch panel located in an adjacent lockfast cabinet on the Up line side. The switch panel is electrically released from Dunbar box.

The facing crossover must not be used except when required in connection with Single line working. The trailing crossover may be used for any movement between the Up and Down lines.

Marker posts are provided in the cess of the Down line, and indicate where the track circuits are subdivided. When the switch panel requires to be operated, the Up and Down lines between the marker posts must be clear.

To use the trailing crossover, trainmen must first communicate with the signalman, by telephone, thereafter open the door of the switch panel cabinet by means of the plunger provided.

When the signalman gives permission for the panel to be operated, the "F" indication above No.3 switch will become illuminated and No.3 switch must be turned to the right hand position. When this has been done the "F" indication will be extinguished and replaced by the illumination of the "ACC" indication.

Thereafter No.1 switch must be turned to the right hand position to operate the trailing crossover. The illuminated 'R' indicates that the points are correctly set.

After the train movement through the crossover is completed, the switches must be restored to the left hand position, the signalman advised when this has been done, by telephone, and the cabinet door closed.

NORTH BELTON LEVEL CROSSING

Attendance will be withdrawn and the gates replaced by a miniature red/green light installation with lifting barriers. Whistle boards will be provided 342 yards from the crossing on each rail approach.

STENTON LEVEL CROSSING

Attendance will be withdrawn and the level crossing closed. The roadway approach on each side of the level crossing will be fenced off.

GROUND FRAME ARRANGEMENTS

Ground frames, will be provided as described below:—

Down siding

A three – lever ground frame to operate the connection between the Down main line and the Down sidings. Trains may be shut in.

Up sidings

A three – lever ground frame to operate the connection between the Up and Down loop line and Up Sidings. Trains may be shut in.

A.W.S. EQUIPMENT

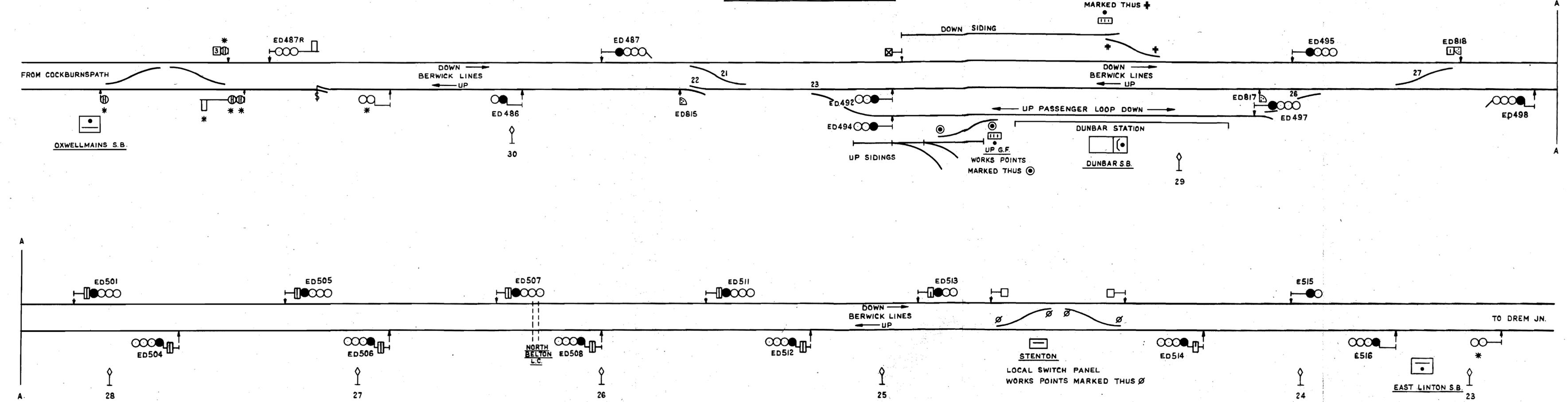
A.W.S. track equipment is provided throughout the scheme.

SIGNAL POST TELEPHONES

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



DUNBAR RESIGNALLING



EXPLANATION OF SYMBOLS

- MAIN LINE COLOUR LIGHT SIGNALS**
 - TWO ASPECT SIGNAL**
 - CAPABLE OF DISPLAYING RED, RED OR GREEN ASPECT
 - CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT
 - THREE ASPECT SIGNAL**
 - CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT
 - STOP — WHEN SEMAPHORE ARM IS IN THE CLEAR POSITION. COLOUR LIGHT SIGNAL CAPABLE OF DISPLAYING YELLOW, DOUBLE YELLOW OR GREEN ASPECT.
 - FOUR ASPECT SIGNAL**
 - CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.
- ROUTE INDICATORS**
 - JUNCTION TYPE RULE BOOK SECTION 'C'
 - — RED
- SHUNTING SIGNALS**
 - GROUND DISC.
 - GROUND POSITION LIGHT NORMAL ASPECT - RED & WHITE HORIZONTAL LIGHTS PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
 - — DENOTES AUTOMATIC SIGNAL
 - — DENOTES SEMI-AUTOMATIC SIGNAL
- SEMAPHORE SIGNAL**
 - — STOP
 - — MARKER BOARD
- MISCELLANEOUS**
 - — LIMIT OF SHUNT
 - — MILE POST
 - — POINTS CONTROLLED
 - — POINTS SPRING
 - — POINTS HAND
 - — CATCH OR TRAP
- OTHER SYMBOLS**
 - * DENOTES EXISTING SIGNAL
 - ⊕ DOWN G.F. WORKS POINTS MARKED THUS
 - ⊙ UP G.F. WORKS POINTS MARKED THUS
 - ⊘ LOCAL SWITCH PANEL WORKS POINTS MARKED THUS