



**SCOTTISH REGION**

**SPECIAL NOTICE**

**PERMANENT WAY AND**

**SIGNALLING ARRANGEMENTS**

**GRANTSHOUSE AND OXWELLMAINS**

**RESIGNALLING**

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

**10 DECEMBER, 1977**  
**GLASGOW**

**F.C. Walmsley**  
**Chief Operating Manager**

# SIGNALLING RECORD SOCIETY

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

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**GRANTSHOUSE AND OXWELLMAINS****RESIGNALLING****OPENING ARRANGEMENTS**

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein, will be brought into use in **Four** stages. The details of each stage will be shown in Section 'C' of the appropriate EN Weekly Notice and introduced as follows:—

- Stage 1** — 10/11 December, 1977
- Stage 2 (a)** — 5 February, 1978
- Stage 2 (b)** — 13 February, 1978
- Stage 3** — 25 February, 1978

**DESCRIPTION OF SCHEME****Stage 1 (a) — 10 December, 1977**

Cockburnspath box will be closed as a blockpost and the block section extended to be Grantshouse/Oxwellmains.

**Stage 1 (b) — 11 December, 1977**

Oxwellmains box will be closed and area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by Oxwellmains and Cockburnspath boxes, up to and including Penmanshiel tunnel. The limits of signalling under the control of Edinburgh at this stage will be EG447 on the Down line and EG448 on the Up line.

The following signals will only be capable of displaying the undemoted aspects during this stage:—

<b>Signal</b>	<b>Capable of displaying</b>
EG447	double yellow or green
EG451	yellow, double yellow or green
EG448	red or green
EG452	red, yellow or green

**Innerwick crossovers will not be commissioned until Stage 2 (a)**

The Up and Down main lines will be redesignated Up and Down Berwick lines.

**Method of working**

The Track Circuit Block Regulations will apply throughout the area controlled by Edinburgh Signalling Centre and on the lines to and from Grantshouse box.

**Stage 2 (a) — 5 February, 1978**

**Innerwick crossovers will be brought into use.**

**Stage 2 (b) — 13 February, 1978**

Grantshouse box will be closed and the area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by Grantshouse box together with the Up and Down lines between Grantshouse and 49 milepost. The limits of signalling under the control of Edinburgh at this stage will be EG417 on the Down line and EG418 on the Up line.

**DESCRIPTION OF SCHEME – continued**

The following signals will only be capable of displaying the undernoted aspects during this stage:—

<b>Signal</b>	<b>Capable of displaying</b>
EG 417	double yellow or green
EG 419	yellow, double yellow or green

Reston crossovers will be brought into use.

The application of signals EG 447, 448, 451 and 452 is now as shown on the accompanying diagram.

The following lines will be redesignated:—

<b>Old designation</b>	<b>New designation</b>
Up and Down main lines	Up and Down Berwick lines
Down refuge loop	Down passenger loop
Up refuge loop	Up passenger loop
Engineers sidings	Up sidings

**Method of working**

The Track Circuit Block Regulations will apply throughout the area controlled by Edinburgh Signalling Centre and on the lines to and from Ayton box.

**Stage 3 – 25 February, 1978**

Ayton box will be closed and the area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by Ayton box.

The Up and Down main lines will be redesignated Up and Down Berwick lines.

The application of signals EG 417 and 419 is now as shown on the accompanying diagram.

**Method of working**

The Track Circuit Block Regulations will apply throughout the area controlled by Edinburgh Signalling Centre and on the lines to and from Tweedmouth box.

**SIGNALLING ARRANGEMENTS**

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

<b>Signal prefix letter</b>	<b>Controlled from</b>
ED	Edinburgh Signalling Centre
EG	
T	

The application of all running signals with the exception of those detailed below, are to the next running signal.

**RUNNING SIGNALS**

Approved by: [Signature] Date: [Date]

Signal No.	Aspect, Main or draw ahead	Route indication where provided	Application
<b>Down Berwick</b> EG435	Main Main draw ahead	junction indicator	to EG 443 to EG 441 towards Up Berwick line or Up passenger loop
EG 443	Main		to EG 447
ED 487	Main Main	junction indicator	to ED 495 to ED 497
<b>Down passenger loop</b> EG 441	Main		to EG 447
<b>Up Berwick</b> ED 484	Main draw ahead draw ahead	U D	to ED 472 towards Up sidings towards Down sidings
EG 444	Main Main	junction indicator	to EG 436 to EG 438
EG 436	Main		to EG 434
<b>Up passenger loop</b> EG 438	Main draw ahead		to EG 434 towards Up sidings

**SHUNTING SIGNALS**

Signal No.	Route indication where provided	Application	
		From	Towards
<b>Oxwellmains Area</b>			
ED 806	—	Down Berwick	Down Sidings
ED 807	—	Down sidings	Down Berwick
ED 808	—	Up sidings	Up Berwick
ED 809	—	Up Berwick	Up sidings
ED 811	—	Up Berwick	Down Berwick
ED 812	—	Down Berwick	Up Berwick or Up sidings or ED 806
ED 813	—	Up sidings	Down Berwick

**SHUNTING SIGNALS – continued**

Signal No.	Route indication where provided	Application	
		From	Towards
<b>Grantshouse area</b> EG 801	—	Up Berwick	EG 803
EG 803	—	Up Berwick	EG 447
EG 804	X	Down Berwick	back along Down Berwick or Down passenger loop
	—		EG 436 or EG 438
EG 805	—	Up Passenger Loop	EG 447

**RESTON AND INNERWICK CROSSOVERS.**

The crossovers, in each case, are controlled from a switch panel located in an adjacent cabinet on the Up line side. The switch panels are electrically released from Edinburgh signalling centre.

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 case of Reston, in the case of the Up line and, in the case of Innerwick, in the case of the Down line, and indicate where the track circuits are subdivided. When the switch panel concerned 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, by telephone, when this has been done and the cabinet door closed.

**GROUND FRAME ARRANGEMENTS**

Ground frames, electrically released from Edinburgh Signalling Centre, will be provided as described below:—

**Reston Down siding**

A 3 lever ground frame to operate the connection between the Down Berwick line and the siding. Trains may be shut in.

**Reston Up siding**

A 3 lever ground frame to operate the connection between the Up Berwick line and the siding. Trains may be shut in.

**GROUND FRAME ARRANGEMENTS – continued****Grantshouse Up sidings**

A four lever ground frame to operate the connection between the Up passenger loop and the sidings together with the signal route applying from signal EG 438 towards the sidings. Trains may be shut in.

**A.W.S. EQUIPMENT**

A.W.S. track equipment is provided throughout the area in accordance with standard arrangements.

**SIGNAL POST TELEPHONES**

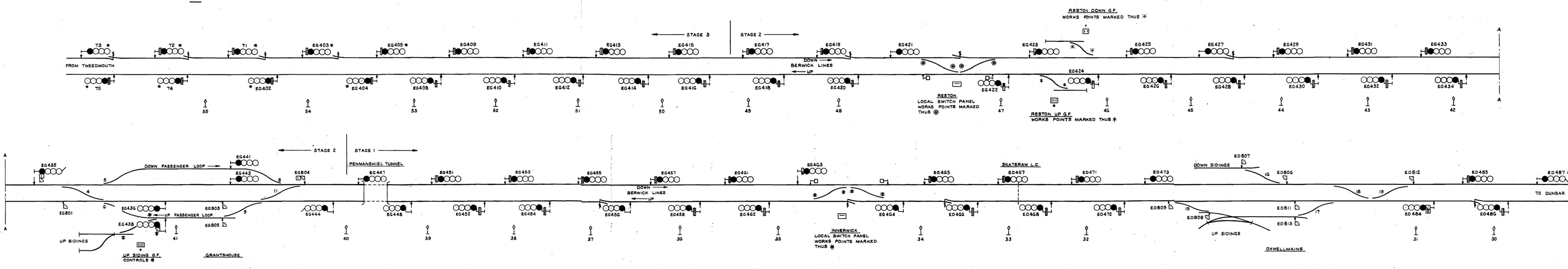
Although not shown on the accompanying diagram, the following telephone signs are provided, where applicable, in accordance with Regional practice.



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Veritype Unit No. 492

# GRANTSHOUSE AND OXWELLMAINS RESIGNALLING



## EXPLANATION OF SYMBOLS.

- |   |   |
|---|---|
| <p><b>MAIN LINE COLOUR LIGHT SIGNALS.</b></p> <p><b>FOUR ASPECT SIGNAL.</b></p> <p>○ ○ ○ ○ CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.</p> <p>● ○ ○ ○ - RED</p>   | <p><b>POINTS.</b></p> <p>○ - CONTROLLED</p> <p>○ - HAND</p> <p>○ - SPRING</p>   |
| <p><b>ROUTE INDICATORS.</b></p> <p>○ - JUNCTION TYPE RULE BOOK SECTION 'C'</p> <p>○ - STENCIL TYPE</p> <p>○ - FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED.</p> | <p><b>SHUNTING SIGNALS.</b></p> <p>△ - GROUND POSITION LIGHT.</p> <p>○ - NORMAL ASPECT - RED AND WHITE HORIZONTAL LIGHTS.</p> <p>○ - PROCEED ASPECT - TWO WHITE LIGHTS AT 45°</p> |
| <p><b>SUBSIDIARY SIGNALS.</b></p> <p>○ - POSITION LIGHT (NORMAL OUT.)</p> <p>○ - PROCEED ASPECT - TWO WHITE LIGHTS AT 45°</p>   | <p><b>MISCELLANEOUS.</b></p> <p>○ - AUTOMATIC SIGNAL</p> <p>○ - SEMI-AUTOMATIC SIGNAL</p> <p>○ - MILEPOST</p> <p>○ - TRACK CIRCUIT MARKER BOARD.</p>                              |

\* DENOTES EXISTING SIGNAL.