



SPECIAL NOTICE

PERMANENT WAY AND

SIGNALLING ARRANGEMENTS

DALMENY and NORTH QUEENSFERRY

RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

1 MAY, 1979
GLASGOW

F.C. Walmsley,
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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DALMENY AND NORTH QUEENSFERRY RESIGNALLING**OPENING ARRANGEMENTS**

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

Stage 1 — 13 May 1979

Stage 2 — 3 June 1979

DESCRIPTION OF SCHEME**Stage 1 – 13 May 1979**

Dalmeny Junction and Dalmeny Station boxes will be closed and the area of control of Edinburgh Signalling Centre extended to cover that previously controlled by these boxes, including the lines to and from Winchburgh Junction. The limits of signalling under the control of Edinburgh at this stage will be EY 661 on the Down line and EY 666R on the Up line.

Existing signals EH642R and DJ643 will be renumbered EY644 and EY643, respectively, and be capable of displaying a red, yellow or green aspect.

Signal EY663 will **not** be capable of displaying a proceed aspect at this stage and the bi-directional working over the Forth Bridge will **not** be available until the commissioning of **Stage 2**.

The following lines will be redesignated:—

Old designation	New designation
Down and Up main lines	Down and Up Fife lines
Down and Up branch lines	Down and Up Winchburgh lines
Down goods loop	Down passenger loop
Up goods loop	Up passenger loop

Nomenclature of Junctions

The junction between the Fife lines and the Winchburgh lines will be designated **Dalmeny Junction**.

Method of working

Absolute Block working on the Down Winchburgh line will be dispensed with and Track Circuit Block working introduced.

The Track Circuit Block Regulations will apply over the rest of the area controlled by Edinburgh Signalling Centre and on the lines to and from Forth Bridge North box.

Stage 2 – 3 June 1979

Forth Bridge North box will be closed and the area of control of Edinburgh Signalling Centre extended to cover that previously controlled by this box.

The application of signal EY 663 is now as shown on the accompanying diagram.

The bi-directional working over the Forth Bridge will be brought into use.

The Down and Up Main lines will be re-designated Down and Up Fife 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 Inverkeithing Central Junction box.

SIGNALLING ARRANGEMENTS

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

Signal prefix letter		Controlled from
EH)	Edinburgh Signalling Centre
EW)	
EY)	
V		Inverkeithing Central Junction

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

RUNNING SIGNALS

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Fife			
EY 651	Main	—	to EY 661
	Main	left hand junction indicator	to EY 657
	Main	right hand upper junction indicator	to EY 663
	Main	right hand lower junction indicator	to EY 655
EY 661	Main	—	to EY 665
EY 665R	Main	—	Distant for EY 665
Up Fife			
V 412	Main	—	to V 408
	Main	junction indicator	to Rosyth Dockyard
EY 668	Main	—	to EY 666
	Main	junction indicator	to EY 664
EY 666R	Main	—	Distant for EY 666
EY 666	Main	—	to EY 654
	Main	junction indicator	to EY 656
EY 654	Main	—	to EY 648
	Main	junction indicator	to EW 604
Down Fife (in Up direction)			
EY 664R	Main	—	Distant for EY 664
EY 664	Main	—	to EY 654
	Main	left hand junction indicator	to EY 656
	Main	right hand junction indicator	to EY 652
Up Fife (in Down direction)			
EY 663	Main	—	to EY 667
EY 667R	Main	—	Distant for EY 667
EY 667	Main	junction indicator	to V 407

RUNNING SIGNALS – continued

Signal No.	Aspect, main or draw ahead	Route indication, where provided	Application
Down Winchburgh			
EY 653R	Main	—	Distant for EY 653
EY 653	Main	—	to EY 661
	Main	left hand junction indicator	to EY 657
	Main	right hand upper junction indicator	to EY 663
	Main	right hand lower junction indicator	to EY 665
Down Passenger loop			
EY 657	Main	—	to EY 661
EY 652	Main	—	to EW 604
Up passenger loop			
EY 656	Main	—	to EY 648
	Main	junction indicator	to EW 604
EY 655	Main draw ahead	(capable of displaying a red aspect only)	towards EY 657
		—	or Up sidings (controlled by ground frame)

SHUNTING SIGNALS

Signal No.	Route indication where provided	APPLICATION	
		From	Towards
EY 955		Up Fife	EY 661 or EY 663
EY 957		Up passenger loop	EY 663
EY 958		Down Fife	EY 654 or EY 652 or Down siding (controlled by ground frame)

GROUND FRAME ARRANGEMENTS

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

Admiralty siding

A four lever ground frame to operate the trailing connection between the Down Fife line and the siding. Trains may be shut in.

The siding is worked in accordance with the One Train Working Regulations as contained in the General Appendix, with a Train Staff which will be in the form of an Annett's key. The key, when not in use, will be locked in the ground frame and Trainmen working the siding must, after obtaining a release on the ground frame, first operate the points to allow the train to proceed from the Down Fife line into the siding, thereafter operate the Annett's key release lever and remove the Annett's key from the ground frame. After the train has passed onto the siding, the ground frame, with the exception of the Annett's key release lever, must be normalised.

GROUND FRAME ARRANGEMENTS – continued**Admiralty siding – continued**

When a train requires to leave the siding, Trainmen must, after obtaining a release on the ground frame, first replace the Annett's key in the ground frame, normalise the Annett's key release lever in the ground frame, thereafter the points lever may be operated to allow the train to proceed onto the Down Fife line. After the train has passed onto the Down Fife line, the ground frame must be normalised.

Down siding

A four lever ground frame to operate the connection between the Down passenger loop and the siding together with the signal route applying from signal EY 958 towards the sidings. Trains may be shut in.

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 EY 655 towards the sidings. Trains may be shut in.

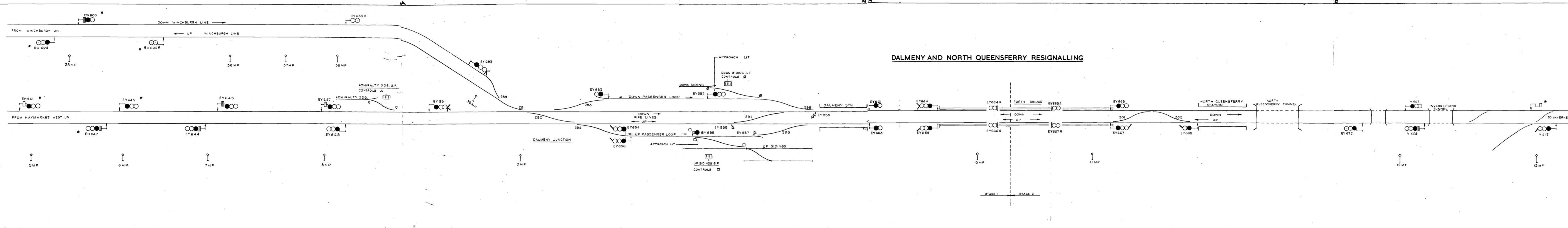
A.W.S. EQUIPMENT

With the exception of the Down and Up passenger loops, A.W.S. track equipment is provided throughout the area, in accordance with the 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.





DALMENY AND NORTH QUEENSFERRY RESIGNALLING

EXPLANATIONS OF SYMBOLS

	MAIN LINE COLOUR LIGHT SIGNAL		* DENOTES EXISTING SIGNAL
	TWO ASPECT SIGNAL		POINTS
	CAPABLE OF DISPLAYING RED OR GREEN ASPECT.		CONTROLLED HAND
	CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT.		SHUNTING SIGNAL
	THREE ASPECT SIGNAL		GROUND POSITION LIGHT
	CAPABLE OF DISPLAYING RED, YELLOW, OR GREEN ASPECT.		NORMAL ASPECT RED & WHITE HORIZONTAL LIGHTS
	ROUTE INDICATORS		PROCEED ASPECT TWO WHITE LIGHTS AT 45°
	JUNCTION TYPE		MISCELLANEOUS
	RULE BOOK SECTION C		DENOTES AUTOMATIC SIGNAL
	GROUND MOUNTED COLOUR LIGHT		DENOTES SEMI-AUTOMATIC SIGNAL
	RED		MILE POST
	SUBSIDIARY SIGNAL		
	POSITION LIGHT (NORMAL OUT)		
	PROCEED ASPECT - TWO WHITE LIGHTS AT 45°		