

C. S. T. E.



British Rail

W

SCOTTISH REGION

SPECIAL NOTICE

**PERMANENT WAY AND
SIGNALLING ARRANGEMENTS**

KIRKCALDY

RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**8 JANUARY, 1980
GLASGOW**

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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KIRKCALDY 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 the details shown in **EN Weekly Notice No.5** and introduced at approximately 05 00 on **Monday 3 February, 1980.**

DESCRIPTION OF SCHEME

Kirkcaldy, Sinclairtown and Dysart boxes will be closed and the area formerly controlled by these boxes will be controlled from a new box named **Kirkcaldy**, situated adjacent to the Up main line immediately opposite the site of the former Sinclairtown box.

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

Method of working

Track Circuit Block Regulations will apply throughout the area controlled by **Kirkcaldy** box and on the lines to and from the following boxes:-

Edinburgh Signalling Centre

Thornton South

The Frances Colliery branch single goods line is worked on a "One Train Working without Train Staff" arrangement in accordance with the instructions shown on page 210 of the Sectional Appendix.

The Kirkcaldy Harbour branch single goods line is worked in accordance with the One Train Working Regulations as contained in the General Appendix, Train Staff custodian is the Chargeman at Kirkcaldy.

SIGNALLING ARRANGEMENTS

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

Signal prefix letter	Controlled from
EU	Edinburgh Signalling Centre
EK	Kirkcaldy box

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

RUNNING SIGNALS

Signal No.	Aspect, Main or Draw ahead	Route indication, where provided	Application
Down Fife EK 505	Main draw ahead	— —	to EK 511 towards Kirkcaldy yard.
EK 511	Main draw ahead	— —	to EK 513 towards Sinclairtown yard.
Up Fife EK 516R	Main		distant for EK 516
Up Fife (in Down direction) EK 515	Main draw ahead		to EK 517 towards EK 857

SHUNTING SIGNALS

Signal No.	Route indication where provided	From	Application	Towards
EK 835	Y D X S	Up Fife		Kirkcaldy yard EK 511 Harbour branch siding Up siding or loading bank (controlled by ground frame)
EK 836	—	Up siding		EK 504
EK 838	U X	Kirkcaldy yard		EK 504 Down Fife line limit of shunt indicator
EK 842	U X	Down Fife		EK 504 Down Fife line limit of shunt indicator
EK 843	H D	Kirkcaldy yard		Headshunt EK 511
EK 844	X Y	Down Fife		EK 842 Kirkcaldy yard
EK 845	Y D X S	Up Fife		Sinclairtown yard EK 513 Back along Up Fife line Up siding (controlled by ground frame)
EK 848	U X	Down Fife		EK 508 EK 844
EK 851	—	Down sidings		Sinclairtown yard
EK 852	—	Sinclairtown yard		EK 848
EK 853	H D	Sinclairtown yard		Headshunt EK 513
EK 854	X Y	Down Fife		EK 848 Sinclairtown yard
EK 856	H U	Frances Colliery line		Headshunt EK 512
EK 857	—	Frances Colliery line		Back along Frances Colliery line or colliery sidings
EK 858	—	Down Fife		EK 512
EK 862	—	Colliery sidings		EK 856
EK 864	—	Frances Colliery line		EK 856
①	—	Up Fife		Kirkcaldy Harbour branch (controlled by ground frame)

GROUND FRAME ARRANGEMENTS

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

Kirkcaldy station

A four lever ground frame to operate the connection between the Up Fife line and the station sidings together with the signal route applying from signal EK 835 towards the sidings. Trains may be shut in.

Kirkcaldy Harbour branch

A four lever ground frame to operate the connection between the Up Fife line and the Harbour branch single goods line together with the ground position light signal No. ① on the diagram. Trains may be shut in.

Sinclairtown Up siding

A four lever ground frame to operate the connection between the Up Fife line and the Up siding together with the signal route applying from signal EK 845 to the siding. Trains may be shut in.

NOTICE BOARDS

A non-illuminated notice board, facing to trains from Frances Colliery and worded "Exchange hand signals", is provided in the cess of the Frances Colliery branch single goods line, 130 yards before reaching signal EK 864. A Driver of a Class 7, 8 or 9 train from Frances Colliery must not pass signal EK 864 unless he has exchanged handsignals with the Guard to ensure that the train is complete with tail lamp.

A.W.S. EQUIPMENT

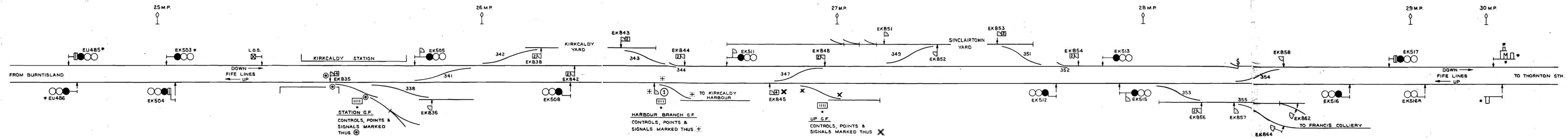
AWS track equipment is provided throughout the area in accordance with standard arrangements.

SIGNAL POST TELEPHONES

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



KIRKCALDY RESIGNALLING



EXPLANATION OF SYMBOLS.

MAIN LINE COLOUR LIGHT SIGNALS

THREE ASPECT

- CAPABLE OF DISPLAYING A RED, YELLOW OR GREEN ASPECT.
- - RED

ROUTE INDICATOR.

- STENCIL TYPE. FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED.

SUBSIDIARY SIGNALS.

- POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT - TWO WHITE LIGHTS AT 45°

SHUNTING SIGNAL.

- POSITION LIGHT NORMAL ASPECT - RED AND WHITE
- GROUND HORIZONTAL LIGHTS PROCEED ASPECT - ELEVATED TWO WHITE LIGHTS AT 45°

TWO ASPECT.

- CAPABLE OF DISPLAYING A YELLOW OR GREEN ASPECT.

POINTS

- CONTROLLED
- CATCH OR TRAP.
- SPRING
- HAND

MISCELLANEOUS.

- ≡ DENOTES AUTOMATIC SIGNAL
- ↑ MILE POST
- ⊠ LIMIT OF SHUNT

SEMAPHORE SIGNALS.

- STOP
- DISTANT.

* DENOTES EXISTING SIGNAL.