



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND

SIGNALLING ARRANGEMENTS

LADYBANK

RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

29 SEPTEMBER, 1980
GLASGOW

C.E.W. GREEN
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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LADYBANK 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 'C' of the appropriate E.N. Weekly Notice and introduced as follows:-

Stage 1 – 10 October, 1980

Stage 2 – 12 October, 1980

Stage 3 – 19 October, 1980

DESCRIPTION OF SCHEME

Stage 1 – 10 October, 1980

Newburgh box will be closed as a block post and the block section extended to be Ladybank Junction/Hilton Junction.

Stage 2 – 12 October, 1980

Ladybank Junction box will be closed and the area of Edinburgh Signalling Centre extended to cover that formerly controlled by Ladybank Junction and Newburgh boxes together with the Down and Up main lines between Ladybank Junction and the 41 milepost.

Existing signals L653 and L655 will be renumbered EB 653 and EB 655, respectively.

Existing signal ER 614R will be renumbered EB 652 and be capable of displaying a red, yellow or green aspect.

The following lines will be redesignated:-

Old designation	New designation
Down and Up Main lines	Down and Up Fife lines
Up branch	Up and Down branch
Down branch	Up and Down loop
Down branch siding	Branch siding

The Down goods loop will **not** be brought into use until **Stage 3**. During the interim period until Stage 3 is commissioned the portion of the Down goods loop between signals EB 894 and EB 895 will be brought into use and give access to the CCE sidings.

Shunting signals EB 886 and EB 893 together with the subsidiary signal applying from Up Fife line signal EB 657 towards the Up goods loop, will not be commissioned at this stage.

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 the undemoted boxes:-

Cupar **Hilton Junction**

Stage 3 – 19 October, 1980

The **Down goods loop** and associated signalling will be brought into use.

SIGNALLING ARRANGEMENTS

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

Signalling prefix letter	Controlled from
EB)	Edinburgh Signalling Centre
ER)	
C	Cupar
H	Hilton Junction

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

DESCRIPTION OF SCHEME – continued

RUNNING SIGNALS

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Fife EB657	Main	—	to EB665
	Main	Left hand upper junction indicator	to EB673
	Main	Left hand lower junction indicator	to EB671
	draw ahead	G	towards Down goods loop
	draw ahead	L	towards Up and Down Loop
	draw ahead	S	towards Branch siding
Branch single line EB672	Main	—	to EB668
	draw ahead	—	towards EB888
Up and Down Loop EB671	Main		to EB673

SHUNTING SIGNALS

Signal No.	Route indication where provided	Application	
		From	Towards
EB879	D	Up Fife	EB657 EB881
	X		
EB880	—	Down Fife	EB656
EB881	—	Up Fife	Up sidings
EB883	—	Station sidings	Up sidings
EB884	—	Up sidings	Station sidings or Up Fife
EB886	—	Down Goods Loop	EB880
EB888	—	Up and Down Loop	EB880
EB892	—	Branch siding	EB880
EB893	—	Down Goods Loop	EB895
EB894		Down Goods Loop	EB886 or CCE Sidings (controlled by ground frame)
EB895		Down Goods Loop	EB665
EB896	X	Down Fife	EB880 EB894
	L		

GROUND FRAME ARRANGEMENTS

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

Clatchard Craig South

A three lever ground frame to operate the connection between the branch single line and the siding loop. Trains may be shut in.

GROUND FRAME ARRANGEMENTS – continued**Clatchard Craig North**

A three lever ground frame to operate the connection between the branch single line, the siding loop and quarry sidings. Trains may be shut in.

CCE sidings

A four lever ground frame to operate the connection between the Down goods loop and the CCE sidings together with the signal route applying from signal EB894 towards the sidings. Trains may be shut in.

A.W.S. EQUIPMENT

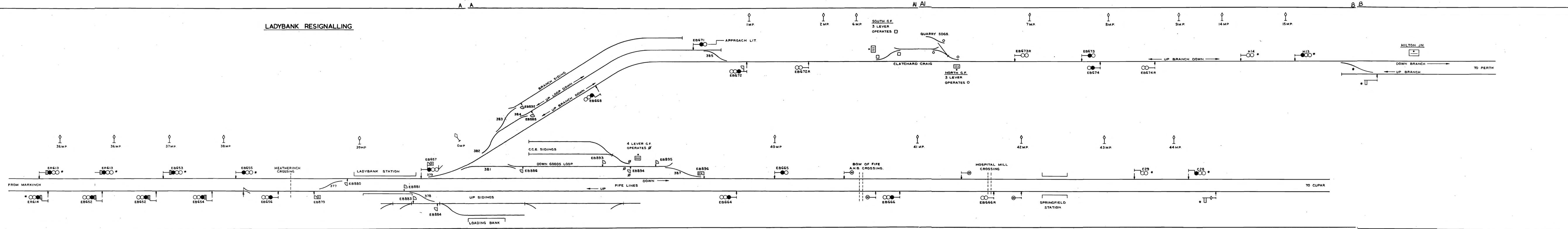
With the exception of the Down Goods loop, A.W.S. track equipment is provided throughout the area in accordance with standard arrangements.

SIGNAL POST TELEPHONES

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



LADYBANK RESIGNALLING



EXPLANATION OF SYMBOLS.

MAIN LINE COLOUR LIGHT SIGNALS.

THREE ASPECT SIGNALS.
 CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECTS.

TWO ASPECT SIGNALS.
 CAPABLE OF DISPLAYING RED OR GREEN ASPECTS.

ROUTE INDICATORS.
 JUNCTION TYPE RULE BOOK SECTION 'C'
 STENCIL TYPE FIG. IN SQUARE INDICATES NO. OF ROUTES CAPABLE OF BEING DISPLAYED.

SUBSIDIARY SIGNALS.
 POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT:- TWO WHITE LIGHTS AT 45°

SHUNTING SIGNALS.
 GROUND POSITION LIGHT NORMAL ASPECT:- RED & WHITE HORIZONTAL LIGHTS PROCEED ASPECT:- TWO WHITE LIGHTS AT 45°

SEMAPHORE SIGNALS.
 STOP SIGNAL
 FULL ARM
 DIAMOND SIGN
 MINATURE ARM

POINTS.
 CONTROLLED
 HAND
 TRAP OR CATCH
 SPRING

MISCELLANEOUS.
 AUTOMATIC SIGNAL
 WHISTLE BOARD
 EXISTING SIGNAL OR POINTS
 MILEPOST