



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND

SIGNALLING ARRANGEMENTS

THORNTON

RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

8 JUNE, 1980
GLASGOW

Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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THORNTON 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 – 15 June 1980

Stage 2 – 29 June 1980

DESCRIPTION OF SCHEME

Stage 1 – 15 June 1980

Thornton South, Thornton Station and Thornton West boxes will be closed and the area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by these boxes.

Existing signal EK516R will be renumbered ET552 and be capable of displaying a red, yellow or green aspect.

The following lines will be redesignated:—

Old designation

Down and Up main lines between Kirkcaldy and Markinch

Down and Up lines between Thornton West and Redford Junction.

Single line between Thornton South and Thornton West

Down and Up lines between Thornton West and Thornton Station

Nomenclature of Junctions

Junctions will be designated as follows

Locations

Between Fife lines and South curve single line

Between Fife lines, North curve single line and Methil branch single line

Between Cowdenbeath lines, North curve single line and South curve single line

New designation

Down and Up Fife lines

Down and Up Cowdenbeath lines

South curve single line

North curve single line

Name

Thornton South Junction

Thornton North Junction

Thornton West Junction

The **Down Passenger Loop** together with all signal routes applying thereto will **not** be brought into use until **Stage 2**.

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 following boxes:—

Markinch

The Methil branch single 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.

Redford Junction

Stage 2 – 29 June, 1980

The **Down Passenger Loop** will be brought into use together with all signal routes applying thereto.

SIGNALLING ARRANGEMENTS

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

Signalling prefix letter	Controlled from
EK)	Edinburgh Signalling Centre
ET)	
R	Redford Junction
M	Markinch

The applications 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 ET553	Main Main	— left hand Lower junction indicator	to ET573 to ET556
	Main	left hand Upper junction indicator	to ET569
	Main	right hand junction indicator	to Methil branch
M603	Main	—	to Markinch Down home signal
Up Fife ET574R	Main	—	distant for ET574
ET574	Main Main	— left hand junction indicator right hand junction indicator	to ET564 to ET566 to ET558
Down Cowdenbeath ET555	Main Main	— junction indicator	to ET567 to ET562
Up Cowdenbeath R782	Main	—	to Redford Junction Up home signal
North curve ET558	Main	junction indicator	to R782
ET567	Main Main	— left hand junction indicator	to ET573 to ET569
	Main	right hand junction indicator	to Methil branch
South curve ET556	Main	—	to R782
ET562	Main	—	to ET552
Methil Branch ET568	Main Main	— left hand junction indicator	to ET564 to ET566
	Main	right hand junction indicator	to ET558
Down Passenger loop ET569	Main	—	to M603

RUNNING SIGNALS – continued

Signal No.	Aspect, Main or draw ahead	Route indication, where provided	Application
Up Passenger Loop			
ET566	Main	—	to ET552
Down Departure Line			
R779	Main draw ahead	— —	to ET555 towards Rothes Colliery

SHUNTING SIGNALS

Signal No.	Route indication where given	Application	
		From	Towards
ET865	C	Up Fife	ET556
	L		Down passenger loop
	D		ET573
	M		Methil branch
ET866	—	Down Fife	ET552
ET867	—	Up Cowdenbeath	North curve or South curve
ET868	X	Down passenger loop	ET866
	C		ET558
R964	—	Rothes Colliery	Down departure line
R968	—	Down Cowdenbeath	Back along Down Cowdenbeath or Down departure line

NOTICE BOARDS

A non-illuminated notice board, facing to trains from Methil, and worded "Exchange hand signals", is provided in the cress of the Methil branch single goods line, 100 yards before reaching signal ET568. A driver of a Class 7, 8 or 9 train from Methil, must not pass signal ET568 unless he has exchanged handsignals with the guard to ensure that the train is complete with tail lamp.

A.W.S. EQUIPMENT

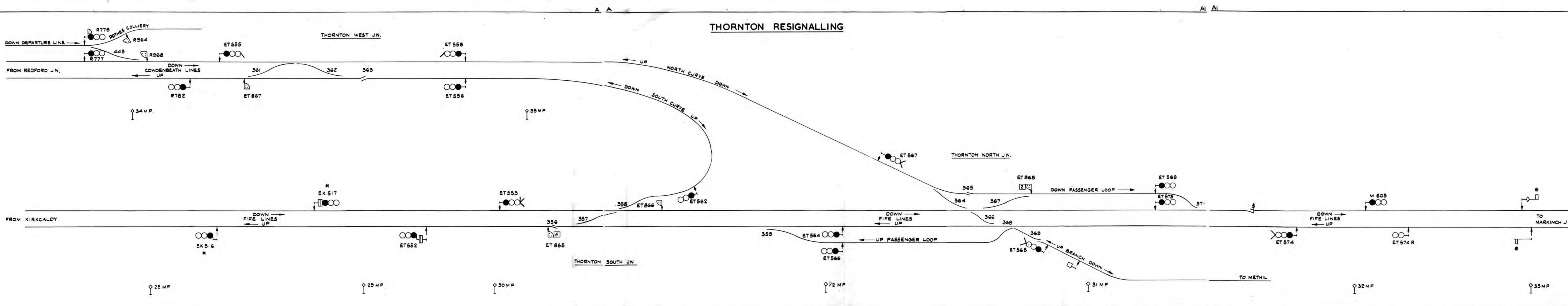
With the exception of Thornton Down and Up passenger loops, A.W.S. track equipment is provided throughout the area, in accordance with the standard arrangements.

SIGNAL POST TELEPHONES

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



THORNTON RESIGNALLING



EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS		POINTS	
THREE ASPECT SIGNAL		CONTROLLED	
	CAPABLE OF DISPLAYING RED YELLOW OR GREEN ASPECT		
TWO ASPECT SIGNAL		SPRING	
	CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT		
MECHANICAL SIGNALS		CATCH OR TRAP	
	STOP SIGNAL		
	DIAMOND SIGN		
ROUTE INDICATORS		MISCELLANEOUS	
	JUNCTION TYPE RULE BOOK SECTION 'C'		NOTICE BOARD
	STENCIL TYPE FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED		DENOTES AUTOMATIC SIGNAL
SHUNTING SIGNALS			GROUND POSITION LIGHT
	NORMAL ASPECT - RED & WHITE HORIZONTAL LIGHTS		MILE POST
	PROCEED ASPECT - TWO WHITE LIGHTS AT 45°		DENOTES EXISTING SIGNAL