



**SCOTTISH REGION**

**SPECIAL NOTICE**

**PERMANENT WAY AND  
SIGNALLING ARRANGEMENTS**

**MIDCALDER  
RE-SIGNALLING**

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

**19 OCTOBER, 1981  
GLASGOW**

**C.E.W. GREEN  
Chief Operating Manager**

# SIGNALLING RECORD SOCIETY

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

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## MIDCALDER 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 the appropriate S.W. Weekly Notice 47, and introduced at approximately 06 00 on Monday, 23 November, 1981.

### DESCRIPTION OF SCHEME

Camps Junction, Midcalder Junction and West Calder boxes will be closed as block posts and the area of control of Edinburgh Signalling Centre extended to cover that previously controlled by these boxes.

Camps Junction signal box will be retained as a gate box to operate the level crossing which will be known as Camps level crossing.

#### Redesignation of lines

The Down and Up lines between Carstairs, Midcalder Junction and Slateford will be known as the Down and Up Midcalder lines.

The Down and Up line between Midcalder Junction and Holytown Junction will be known as the Down and Up Shotts Lines.

The goods loop at Midcalder will be worked in both directions.

#### Nomenclature of Junctions

The junction between the Midcalder and Shotts Lines will be designated Midcalder Junction.

#### Speeds

The undernoted speeds will apply through the following crossovers and connections:—

		mph	
		Down	Up
Midcalder Lines	— facing crossover (261)	—	70
	— trailing crossover (260)	40	40
Shotts Line	— facing crossover (267)	—	70
	— trailing crossover (268)	40	40
Connection, Down Midcalder/Shotts single line (262)		70	70
Entering, over and leaving goods loop (in both directions)		40	40

#### 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 Motherwell Signalling Centre.

### SIGNALLING ARRANGEMENTS

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

Signal prefix letter	Controlled from
EJ )	Edinburgh Signalling Centre
ES )	
MC )	Motherwell Signalling Centre
M )	

**SIGNALLING ARRANGEMENTS – continued**

The following existing signals will be renumbered:–

Old Signal Number	New Signal Number
CJ. 698R	EJ. 698R
CJ. 698	EJ. 698
CJ. 701	EJ. 701
MJ. 19R	EJ. 705R
MJ. 19	EJ. 705
MJ. 712R	EJ. 712R
MJ. 712	EJ. 712
MJ. 713R	EJ. 713R
MJ. 713	EJ. 713
WC. 12R	EJ. 728R
WC. 12	EJ. 728
WC. 729R	EJ. 729R
WC. 729	EJ. 729

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

**RUNNING SIGNALS**

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
<b>Up Midcalder</b>			
EJ. 704	Main	–	to EJ. 706
	Main	Junction Indicator	to EJ. 723
	Draw ahead		towards Up/Down goods loop
<b>Up Shotts</b>			
EJ. 722	Main	–	to EJ. 703
	Draw ahead	–	towards Up/Down goods Loop

**SHUNTING SIGNALS**

Signal No.	Route indication where provided	Application	
		From	Towards
EJ.982	U D L	Down Midcalder	Up Midcalder Down Shotts Up/Down goods loop
EJ. 985	–	Up Midcalder	Down Midcalder
EJ.987	–	Up/Down goods loop	Down Midcalder
EJ.991	–	Up/Down goods loop	Down Shotts
EJ.992	–	Down Shotts	Down Midcalder or Up/Down goods loop
EJ.993	–	Up Shotts	Down Shotts
EJ.994	–	Down Shotts	Up Shotts

## GROUND FRAME ARRANGEMENTS

Ground frames, electrically controlled from Edinburgh Signalling Centre, will be provided as under:-

### Goods Loop siding

A three-lever ground frame to operate the connection from the Up/Down goods loop to the goods siding. Trains may be shut in.

### Contentibus Shale siding

A three-lever ground frame to operate the connection from the Up Shotts line to the Contentibus Shale siding. Trains may be shut in.

### West Calder

A three-lever ground frame to operate the connection from the Down Shotts line to the goods yard. Trains may be shut in.

## MIDCALDER STATION A.H.B. LEVEL CROSSING

Up Midcalder line signal EJ.702 and associated Driver's plunger work in conjunction with the operation of Midcalder Station automatic half-barrier level crossing.

In the case of a train timed to stop at Midcalder Station, the Driver **must not** press the plunger on signal EJ.702 until station duties have been completed and the "Ready to start" signal has been received from the Guard.

Should a train, not timed to stop at Midcalder station, be brought to a stand at signal EJ.702 owing to the signal being at danger, the Driver must immediately operate the plunger.

In either case, the operation of the plunger will cause the barriers to lower and the signal to clear.

## A.W.S. TRACK EQUIPMENT

A.W.S. track equipment will be provided at all main line running signals 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.



