



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND

SIGNALLING ARRANGEMENTS

REDFORD

RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

27 APRIL, 1981
GLASGOW

C.E.W. GREEN
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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REDFORD RESIGNALLING

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein, will be brought in to use in accordance with the details shown in EN Weekly Notice No. 19 and introduced at approximately **05 00** on **11 May, 1981**.

DESCRIPTON OF SCHEME

Glenraig Junction, Clunybridge and Redford Junction boxes will be closed and the area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by these boxes.

The Down and Up main lines will be re-named Down and Up Cowdenbeath lines.

The Down Cowdenbeath line, between Redford and Glenraig ground frame, will be worked in **both** directions.

Nomenclature of Locations

Locations will be designated as follows :-

Locations	Name
Between Down and Up Cowdenbeath lines and connections at west end of Thornton Yard	Clunybridge
Between Down and Up Cowdenbeath lines and connections at east and of Thornton Yard	Redford

Method of Working

The Track Circuit Block Regulations will apply throughout the area controlled by Edinburgh Signalling Centre and on the Down Departure 1 and 2 lines and Kinglassie branch single line, between Redford and Thornton Yard box.

The single goods line between Glenraig Junction and Bowhill colliery will be worked in accordance with the One Train Working Regulations as contained in the General Appendix but **without** Train Staff.

SIGNALLING ARRANGEMENTS

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

Signal prefix letter	Controlled from
EC)	Edinburgh Signalling Centre
ET)	

Existing signals G. 763R and G. 763 will be numbered ET. 763R and ET. 763.

Existing signals R. 777, R. 779, R. 782, R. 964 and R. 968 will be numbered ET. 777, ET. 779, ET. 782, ET. 964 and ET. 968.

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
Down Cowdenbeath			
ET. 767R	Main	—	distant for ET. 767
ET. 767	Main draw ahead	— —	to ET. 773 towards Down Arrival line
Up Cowdenbeath			
ET. 776	Main Main draw ahead draw ahead	— junction indicator A K	to ET. 772 to ET. 774 towards Up Arrival line towards Kinglassie branch single goods line
ET. 772R	Main	—	distant for ET. 772
ET. 776R	Main	—	distant for ET. 776
Down Cowdenbeath (in Up direction)			
ET. 774R	Main	—	distant for ET. 774
ET. 774	Main Main	U X	to ET. 766 Back along Up Cowdenbeath to ET. 764
ET. 764R	Main	—	distant for ET. 764
ET. 764	Main (displays a red aspect only) draw ahead	—	towards Bowhill colliery branch single line (controlled by ground frame.
Up Departure			
ET. 768	Main Main	U X	to ET. 766 Back along Up Cowdenbeath to ET. 764
Down Departure			
ET. 779	Main draw ahead	— —	to ET. 555 towards Rothes colliery

SHUNTING SIGNALS

Signal No.	Route indication where provided	Application	
		From	Towards
ET. 947	—	Up Cowdenbeath	Down Arrival or ET. 773
ET. 949	L D X	Kinglassie branch	ET. 779 ET. 777 Up Cowdenbeath limit of shunt indicator
ET. 953	L D X	Down Departure 2	ET. 779 ET. 777 Up Cowdenbeath limit of shunt indicator

SHUNTING SIGNALS – continued

Signal No.	Route indication where provided	Application	
		From	Towards
ET. 955	L D X	Down Departure 1	ET. 779 ET. 777 Up Cowdenbeath limit of shunt indicator
ET. 957	L D X	Up Arrival	ET. 779 ET. 777 Up Cowdenbeath limit of shunt indicator
ET. 958	A K X	Down Cowdenbeath	Up Arrival Kinglassie branch single goods line ET. 774
ET. 962	A K	Down Departure	Up Arrival Kinglassie branch single goods line.
ET. 964	–	Roths Colliery line	ET. 962
ET. 968	–	Down Cowdenbeath	ET. 958 or ET. 962

NOTICE BOARDS

A non-illuminated single sided notice board is provided in the cress of the Up Arrival line in Thornton yard and worded "stop – telephone for instructions".

GROUND FRAME ARRANGEMENTS

A ground frame, electrically released from Edinburgh Signalling Centre, will be provided as described below:–

Glencraig

A four lever ground frame to operate the connection between the Down Cowdenbeath line and the Bowhill colliery branch single goods line together with the signal route applying from signal ET. 764 towards the Bowhill branch.

A.W.S TRACK EQUIPMENT

A.W.S. track equipment is provided at all running signals on the Down and Up Cowdenbeath lines.

A.W.S. track equipment is not provided at the following running signals:–

ET. 768 – Up departure line (Clunybridge)

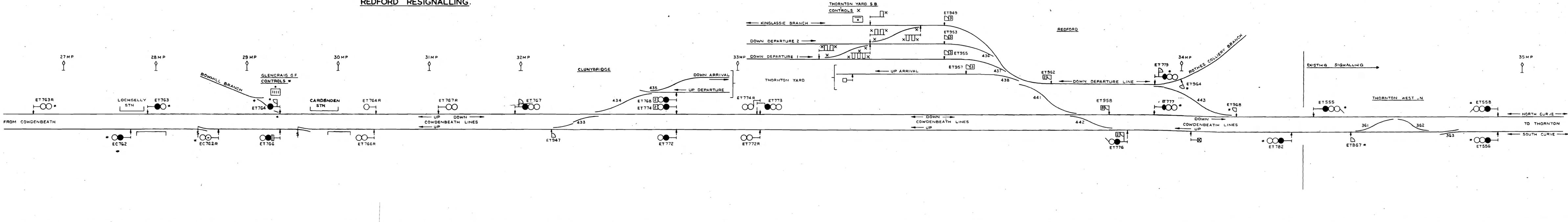
ET. 779 – Down departure line (Redford)

SIGNAL POST TELEPHONES

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



REDFORD RESIGNALLING.



EXPLANATION OF SYMBOLS.

MAIN LINE COLOUR LIGHT SIGNALS

TWO ASPECT SIGNAL

- RED CAPABLE OF DISPLAYING RED OR GREEN ASPECT
- RED CAPABLE OF DISPLAYING RED OR GREEN ASPECT
- RED CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT
- FIXED RED
- FIXED RED

THREE ASPECT SIGNAL

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

* DENOTES EXISTING SIGNALS

POINTS

- CONTROLLED
- CATCH OR TRAP
- SPRING

ROUTE INDICATORS

- JUNCTION TYPE RULE BOOK SECTION 'C'
- RED
- STENCIL TYPE FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED

SUBSIDIARY SIGNALS

- POSITION LIGHT (NORMAL OUT) PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
- POSITION LIGHT (NORMAL OUT) PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
- STOP (FULL SIZE)
- NOTICE BOARD
- LIMIT OF SHUNT
- DENOTES AUTOMATIC SIGNAL
- MILE POST

SEMAPHORE SIGNAL

- NORMAL ASPECT - RED & WHITE HORIZONTAL LIGHTS
- PROCEED ASPECT - TWO WHITE LIGHTS AT 45°

MISCELLANEOUS

- STOP (FULL SIZE)
- NOTICE BOARD
- LIMIT OF SHUNT
- DENOTES AUTOMATIC SIGNAL
- MILE POST