



SCOTTISH REGION

For information of Railway Staff only.

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

LONGANNET

SIGNALLING

(This Notice Need Not Be Acknowledged)

SIGNALLING RECORD SOCIETY

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LONGANNET

OPENING ARRANGEMENTS

The new signalling shown on the accompanying diagram and described herein will be introduced on a date to be intimated.

DESCRIPTION OF SCHEME

A new box known as "Longannet" situated between the single line and the East departure line 358 yards on Kincardine side of junction formed by these lines, will be brought into use and will control all movements on the single line and to and from the generating station.

The Valleyfield Colliery/Longannet and Longannet/Kincardine Station sections will be worked in accordance with the Tokenless Block Regulations and the instructions appearing on pages 220 and 221 of the Sectional Appendix will apply.

LAYOUT AND SIGNALLING ARRANGEMENTS—SIGNAL BOX—

Details of the layout and signalling arrangements are shown on the accompanying diagram and the application of the signals worked from the new box is as follows :—

Up Direction		RUNNING SIGNALS
NO.		APPLICATION
14		Up main to East arrival
17		West departure to Up main
18		West departure to East arrival
27		Up main starting
28		Up main home 2
29		Up main home 1
X		Up main distant
Down Direction		
Y		Down main distant
2		Down main home 1
3		Down main home 2
4		Down main starting
7		Down main to West arrival
23		East departure starting
		SHUNTING SIGNALS
NO.		APPLICATION
9		West arrival:— N – Towards S1N S – Towards S1S
11		East arrival:— N – Towards S1N S – Towards S1S
20		East departure:— E – Towards 23 W – Towards 17/18
22		West departure:— E – Towards 23 W – Towards 17/18

LAYOUT AND SIGNALLING ARRANGEMENTS – GENERATING STATION

The application of the signals worked from the S.S.E.B. control room is as follows:—

Hopper entrance signals

NO.	ASPECT	APPLICATION
S1N } S1S }	Red (Normal)	Stop at this signal.
	Yellow	Proceed forward with caution at ½ mile per hour.

Emergency stop signals

S2N } S3N } S4N } S5N } S6N }	Red	Stop immediately even though not at signal.
	Yellow (Normal)	Proceed forward with caution at ½ mile per hour.
S2S } S3S } S4S } S5S } S6S }	Flashing red	Reverse slowly.

WORKING ARRANGEMENTS

The Guard or Secondman (whoever is nearer the telephone) of trains arriving on the West arrival line must make use of the telephone provided to carry out the provisions of Rule 147.

2. (a) On the hopper approach lines between the inlet signals and signal S1N or S1S drivers must proceed on the tail-light-ahead working principle at a maximum speed of approximately 5 miles per hour and between signal S1N or S1S and until the whole of the train is clear of the last lineside unit at ½ mile per hour.
- (b) When the leading locomotive(s) of a full length train has passed signal S 6N or S 6S the Driver of the leading locomotive(s) must so advise the Driver of the rearmost locomotive, by radio communication, and the latter will be responsible to apply the brakes to stop the train in emergency, acting on signals S2 to S6 as necessary.
3. A visual and audible warning system is provided for each track and is timed to operate for a short period of time immediately prior to the appropriate signals S2 to S6 being cleared. This system will give warning when a train which has stopped in the hopper area is about to move again.
4. The C. & W. Examiner will inform the Guard of the train concerned the position of any cripples on the train and the defective vehicles must be placed in the adjacent cripple siding if the defect cannot be remedied on site. If the length of the train is such that cripples in the front portion of the train cannot be detached in the adjacent cripple siding such vehicle(s) must be detached in the opposite cripple siding.
5. Drivers must exercise great caution when working on the East arrival, West arrival and West departure lines and be prepared to stop clear of the level crossings.

LONGANNET

EXPLANATION OF SYMBOLS

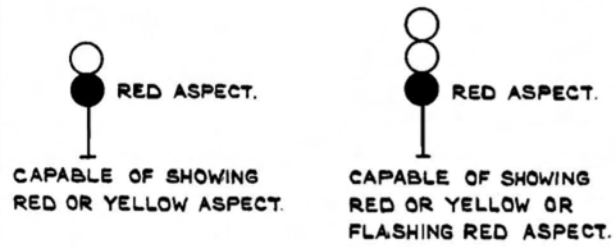
MECHANICAL SIGNALS.



STENCIL TYPE ROUTE INDICATOR
FIGURE DENOTES NUMBER OF ROUTES
THAT MAY BE DISPLAYED.

POSITION LIGHT SHOWING TWO HORIZONTAL
LIGHTS. RED AND WHITE FOR STOP INDICATION
AND TWO WHITE LIGHTS AT 45° FOR
PROCEED ASPECT

HOPPER SIGNALS.



RED ASPECT. — STOP IMMEDIATELY.
YELLOW ASPECT. — PROCEED WITH CAUTION AT 1/2 M.P.H.
FLASHING RED — REVERSE SLOWLY
ASPECT.

