



**SCOTTISH REGION**

# **SPECIAL NOTICE**

## **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

### **BURNTISLAND**

### **RESIGNALLING**

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

**8 OCTOBER, 1979  
GLASGOW**

**F.C. Walmsley,  
Chief Operating Manager**

# SIGNALLING RECORD SOCIETY

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**BURNTISLAND 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 **EN Weekly Notice No.42** and introduced at approximately 06 00 on **Monday 22 October, 1979**.

**DESCRIPTION OF SCHEME**

Aberdour, Newbiggin, and Burntisland Junction boxes will be closed and the area of control of Edinburgh Signalling Centre extended to cover that previously controlled by these boxes.

Seafield box will be retained as a shunting frame, electrically released from Edinburgh Signalling Centre, and operate the points and signals so indicated on the diagram.

The connection, from the Up Main to Burntisland Yard and Harbour, will be repositioned nearer Burntisland station, the portion of line over Lammerlaws level crossing removed and the level crossing closed.

The Down and Up Main lines will be redesignated Fife lines.

**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 Kirkcaldy box.

**SIGNALLING ARRANGEMENTS**

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

<b>Signal prefix letter</b>	<b>Controlled from</b>
EV )	Edinburgh Signalling Centre
EU )	
K	Kirkcaldy

The application 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
<b>Down Fife</b>			
EU 483	Main	—	to EU485
	draw ahead	—	towards Seafield Colliery (Controlled by Seafield Shunting Frame)
K 503	Main	—	to Kirkcaldy Down home 2 signal
<b>Up Fife</b>			
EU 486R	Main	—	distant for EU 486.
EU 474	Main	—	to EU 466.
	draw ahead	—	towards Harbour branch
<b>Down Fife (in Up direction)</b>			
EU 472	Main	U	to EU 466.
	Main	X	to EU 464
	draw ahead	—	towards Harbour branch
EU 464R	Main	—	distant for EU 464
EU 464	Main (capable of displaying a red aspect only)	—	towards BAC sidings
	draw ahead	—	towards BAC sidings
<b>Bumtisland Yard</b>			
EU 471	Main	—	to EU 475

### SHUNTING SIGNALS

Signal No.	Route indication where provided	From	Application	Towards
EU 825	—	BAC Sidings		EU 465
EU 829	—	Up Fife		EU 475
③ (Controlled from Seafield Shunting Frame)	—	Up Fife		Seafield colliery

## GROUND FRAME ARRANGEMENTS

**Seafield Shunting Frame** – The former signal box will become a ground frame, electrically released from Edinburgh Signalling Centre, and control the Fife line facing crossover and connections to Seafield Colliery together with the draw ahead aspect on signal EU 483, position light signal No. 30 and the ground disc signals marked  $\frac{+}{-}$  on the diagram.

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## A.W.S. EQUIPMENT

AWS track equipment is provided throughout the area in accordance with standard arrangements.

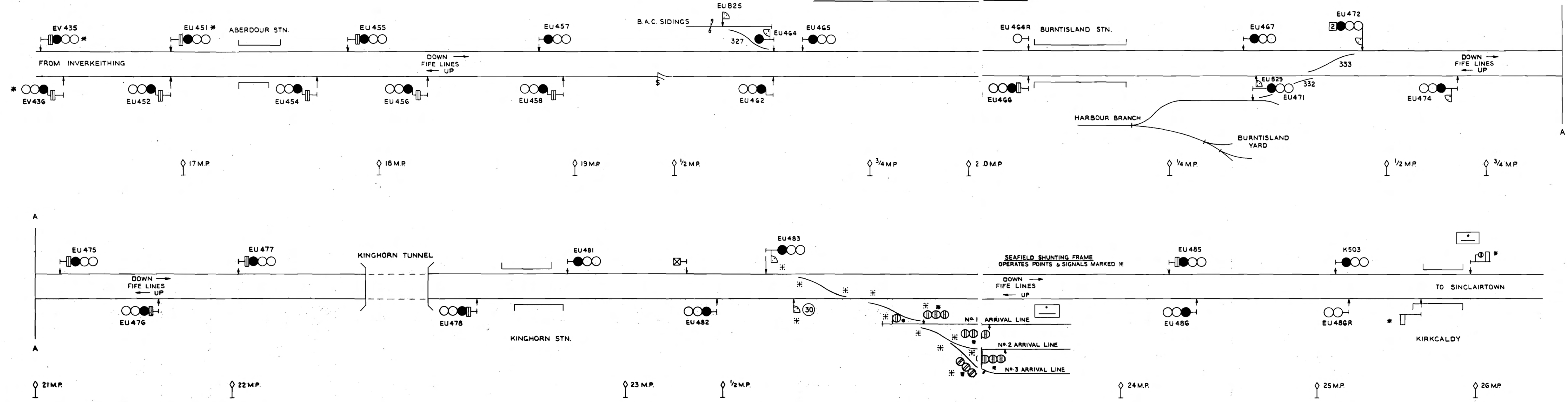
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## SIGNAL POST TELEPHONES

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



# BURNTISLAND RESIGNALLING



EXPLANATION OF SYMBOLS			
<b>MAIN LINE COLOUR LIGHT SIGNALS</b>			
<b>SINGLE ASPECT SIGNAL</b>		<b>TWO ASPECT SIGNAL</b>	
	CAPABLE OF DISPLAYING YELLOW ASPECT.		CAPABLE OF DISPLAYING RED ASPECT
	CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT		CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT
<b>THREE ASPECT SIGNAL</b>		<b>POINTS</b>	
	CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT		CONTROLLED
	CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT		SPRING
	CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT		HAND
<b>ROUTE INDICATORS</b>		<b>MISCELLANEOUS</b>	
	STENCIL TYPE		LIMIT OF SHUNT
	RED		DENOTES AUTOMATIC SIGNAL
	FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED.		MILE POST
	GROUND MOUNTED SIGNAL		SEMAPHORE SIGNALS
<b>SUBSIDIARY SIGNALS</b>		<b>STOP</b>	
	POSITION LIGHT (NORMALLY OUT)		STOP
	PROCEED ASPECT — TWO WHITE LIGHTS AT 45°	<b>* DENOTES EXISTING SIGNAL</b>	
	PROCEED ASPECT — TWO WHITE LIGHTS AT 45°		
	PROCEED ASPECT — TWO WHITE LIGHTS AT 45°		
	PROCEED ASPECT — TWO WHITE LIGHTS AT 45°		