



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

CHARLESTOWN RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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CHARLESTOWN 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 EN Weekly Notice No.49 and introduced at approximately 20 00 on 7 December, 1980.

DESCRIPTION OF SCHEME

Charlestown Junction box will be closed and the area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by this box.

Existing signal C.423 will be renumbered EV.423.

The junction between the main lines and the single line to Longannet will be known as **Charlestown Junction**.

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

The single goods line between Charlestown Junction and Longannet will be re-named Longannet single goods line.

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 undermoted boxes:—

Townhill Junction

Longannet

The Crombie branch 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
EV)	Edinburgh Signalling Centre
EO)	
L	Longannet

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
Down Cowdenbeath EO711R	Main	—	distant for EO711
EO711	Main	—	to Townhill Jn. Down Main home signal.
Down Cowdenbeath (in Up direction) EO712	Main	—	to EO708
Up Cowdenbeath EO714R	Main	—	distant for EO714
EO714	Main Main	— junction indicator	to EV422 to EO708

RUNNING SIGNALS – continued

Signal No.	Aspect, Main or Draw ahead	Route indication, where provided	Application
Longannet single line			
EO708R	Main	—	distant for EO708
EO708	Main draw ahead	— —	to EO706 towards Crombie branch (controlled by ground frame)
EO706R	Main	—	distant for EO706
EO706	Main	—	to Longannet Up home signal
EO705R	Main	—	distant for EO705
EO705	Main	—	to EO 713
EO713R	Main	—	distant for EO713
EO713	Main draw ahead	— —	to Townhill Jn. Down main home signal towards Up Cowdenbeath line limit of shunt indicator

GROUND FRAME ARRANGEMENTS

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

Elbowend

A four lever ground frame to operate the connection between the Longannet single goods line and the Crombie branch together with the signal route applying from signal EO.708 towards the Crombie branch. Trains may be shut in.

A.W.S. EQUIPMENT

A.W.S. track equipment will be provided at all running signals on the Down and Up Cowdenbeath lines with the exception of signal EO.712 and the Down distant signal for Townhill Junction.

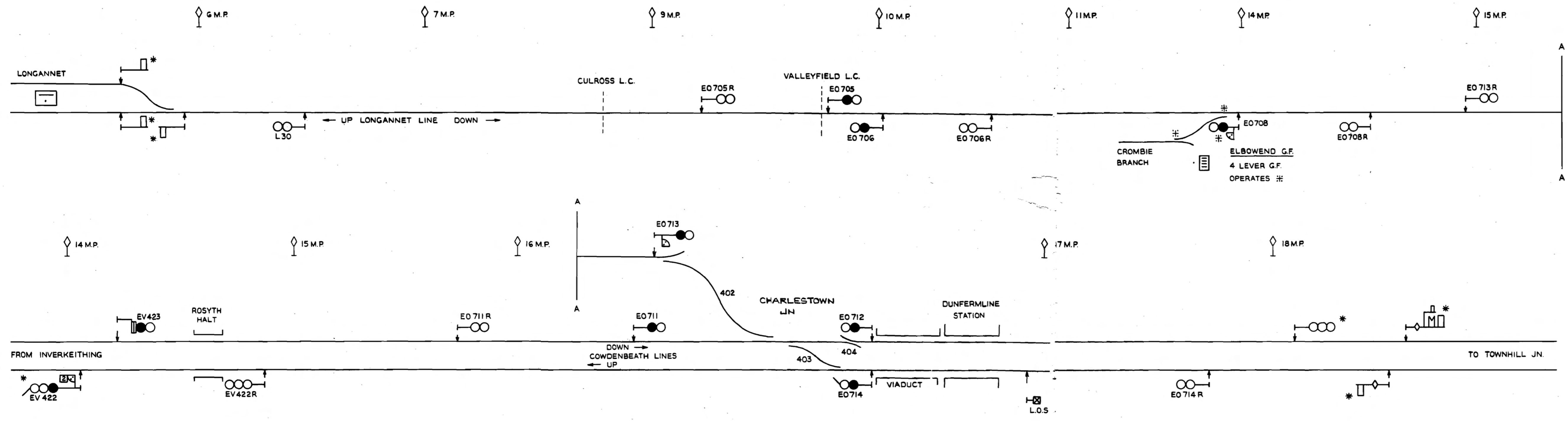
A.W.S. track equipment will not be provided on the Longannet single goods line with the exception of signals EO.713 and EO.713R which will be fitted in accordance with standard arrangements.

SIGNAL POST TELEPHONES

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



CHARLESTOWN RESIGNALLING



EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS

2 ASPECT

○ CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT

● CAPABLE OF DISPLAYING RED OR GREEN ASPECT

3 ASPECT

○ CAPABLE OF DISPLAYING YELLOW, DOUBLE YELLOW OR GREEN ASPECT

● CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.

SUBSIDIARY SIGNAL

○ POSITION LIGHT (NORMALLY OUT)
● PROCEED ASPECT - TWO WHITE LIGHTS AT 45°

ROUTE INDICATORS

○ JUNCTION TYPE
● RULE BOOK SECTION 'C'

□ STENCIL TYPE
FIG. IN SQUARE INDICATES NO. OF ROUTES CAPABLE OF BEING DISPLAYED

SEMAPHORE SIGNAL

□ STOP SIGNAL

□ DISTANT SIGNAL

POINTS

— CATCH OR TRAP

— CONTROLLED

MISCELLANEOUS

□ AUTOMATIC SIGNAL

□ LIMIT OF SHUNT

* EXISTING SIGNAL

◇ MILEPOST