For the information of Railway Staff Only





## SCOTTISH REGION

## SPECIAL NOTICE

# PERMANENT WAY AND SIGNALLING ARRANGEMENTS

## THORNTON

## RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

8 JUNE, 1980 GLASGOW

**Chief Operating Manager** 

## SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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## THORNTON RESIGNALLING

### **OPENING ARRANGEMENTS**

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein, will be brought into use in two stages. The details of each stage will be shown in Section 'C' of the appropriate EN Weekly Notice and introduced as follows :-

Stage 1 - 15 June 1980

Stage 2 - 29 June 1980

## DESCRIPTON OF SCHEME

### Stage 1 - 15 June 1980

Thornton South, Thornton Station and Thornton West boxes will be closed and the area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by these boxes.

Existing signal EK516R will be renumbered ET552 and be capable of displaying a red, yellow or green aspect.

The following lines will be redesignated :-

Old designation Down and Up main lines between Kirkcaldy and Markinch

Down and Up lines between Thornton West and Redford Junction.

Single line between Thornton South and Thornton West

Down and Up lines between Thornton West and Thornton Station

Nomenclature of Junctions Junctions will be designated as follows

Locations Between Fife lines and South curve single line

Between Fife lines, North curve single line and Methil branch single line

Between Cowdenbeath lines, North curve single line and South curve single line

New designation Down and Up Fife lines

Down and Up Cowdenbeath lines

South curve single line

North curve single line

Name Thornton South Junction

Thornton North Junction

Thornton West Junction

The Down Passenger Loop together with all signal routes applying thereto will not be brought into use until Stage 2.

### 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 following boxes :-

## **Redford Junction**

The Methil branch single line is worked on a "One Train Working without Train Staff" arrangement in accordance with the instructions shown on page 210 of the Sectional Appendix.

The Down Passenger Loop will be brought into use together with all signal routes applying thereto.

## SIGNALLING ARRANGEMENTS

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

Controlled from
Edinburgh Signalling Centre
Redford Junction
Markinch

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

## RUNNING SIGNALS

Down Fife ET553Main MainIeft hand Lower junction indicator right hand junction indicator right hand junction indicatorto ET559 to ET569 to Mathil branchM603Main-to Markinch Down home signalM603Main-to Markinch Down home signalUp Fife ET574RMain-to ET564 to ET564ET574RMain-to ET564 to ET564Down Cowdenbeath ET558Main-to ET567 to ET558Down Cowdenbeath R782Main-to ET567 to ET567Up Cowdenbeath ET558Main-to ET567 to ET568Down Cowdenbeath R782Main-to ET567 to ET568Down Cowdenbeath ET558Main-to ET567 to ET568Down Cowdenbeath ET558Main-to ET567 to ET568Down Cowdenbeath ET558Main-to ET567 to ET568Down Cowdenbeath ET558Main-to ET567 to ET568Down Cowdenbeath ET568Main-to ET567 to ET568Main-to ET567 to ET568to ET569Main-to ET562to ET569Main-to ET562Main-to ET562Main-to ET562Main-to ET568Main-to ET568Main-to ET568Main-to ET568Main-to ET568Main-to ET568Main	Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
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Motility     Main     home signal       Up Fife ET574R     Main     –     distant for ET574       ET574R     Main     –     to ET564       Main     left hand junction indicator right hand junction indicator     to ET566       Down Cowdenbeath ET555     Main     –     to ET567       Up Cowdenbeath R782     Main     –     to ET567       Vorth curve ET558     Main     –     to R782       ET567     Main     –     to ET569       Main     junction indicator     to R782       ET567     Main     –     to ET569       Main     –     to R782       ET566     Main     –     to ET569       Main     –     to ET573       Main     –     to ET562       Main     –     to ET569       Main     –     to ET569       Main     –     to ET562       Methil Branch     –     to ET562       ET568     Main     –     to ET564       Main     –     to ET564       Main     –     to ET566       Main     –     to ET566       Main     –     to ET566       Main     –     to ET566       Main     –				to Markinch Down
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Methil Branch         ET568       Main         Main       left hand junction         Main       left hand junction         Main       right hand junction         Down Passenger loop		Main	-	to R782
ET568     Main     -     to ET564       Main     Ieft hand junction     to ET566       indicator     indicator       Main     right hand junction     to ET558       Indicator     indicator       Down Passenger loop     -     -	ET562	Main		to ET552
Main left hand junction to ET566 indicator Main right hand junction to ET558 indicator Down Passenger loop	Methil Branch			
Main right hand junction to ET558 indicator Down Passenger loop	ET568			
Down Passenger loop			indicator	
		Main		to ET558
ET569 Main - to M603				
	ET569	Main		to M603

## **RUNNING SIGNALS - continued**

Aspect, Main or draw ahead		Route indication, where provided	Application
Main		-	to ET552
Main		-	to ET555
draw ahead		-	towards Rothes Colliery
	or draw ahead Main Main	or draw ahead Main Main	or draw ahead where provided Main - Main -

## SHUNTING SIGNALS

Signal	Route indication	Application			
No.	where given	From	Towards		
ET865	C L D M	Up Fife	ET556 Down passenger loop ET573 Methil branch		
ET866	-	Down Fife	ET552		
ET867		Up Cowdenbeath	North curve or South curve		
ET868	X C	Down passenger loop	ET866 ET558		
R964	-	Rothes Colliery	Down departure line		
R968	-	Down Cowdenbeath	Back along Down Cowdenbeath or Down departure line		

## **NOTICE BOARDS**

A non-illuminated notice board, facing to trains from Methil, and worded "Exchange hand signals", is provided in the cess of the Methil branch single goods line, 100 yards before reaching signal ET568. A driver of a Class 7, 8 or 9 train from Methil, must not pass signal ET568 unless he has exchanged handsignals with the guard to ensure that the train is complete with tail lamp.

### A.W.S. EQUIPMENT

With the exception of Thornton Down and Up passenger loops, A.W.S. track equipment is provided throughout the area, in accordance with the standard arrangements.

### SIGNAL POST TELEPHONES

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

