

For the information of Railway Staff Only

P.G. BARLOW ESO
BR31015/5



Cl. 60

SCOTTISH REGION

SPECIAL NOTICE

**PERMANENT WAY AND
SIGNALLING ARRANGEMENTS**

SLATEFORD

RE-SIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

1 AUGUST, 1981
GLASGOW

C.E.W. GREEN
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SLATEFORD 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 **S.W. Weekly Notice No. 33**, and introduced at approximately 06 30 on **Monday, 17 August, 1981**.

DESCRIPTION OF SCHEME

Slateford Junction and Kingsknowe boxes will be closed as block posts and the area of control of Edinburgh Signalling Centre extended to cover that previously controlled by these boxes.

Kingsknowe signal box will be retained as a gate box to operate the level crossing and also the connection to the Down sidings and associated signals.

The Down and Up main lines will be redesignated Down and Up Midcalder lines.

The portion of the Down Midcalder line, between Kingsknowe Station and Slateford Station, will be worked in **both** directions.

Existing signal SJ.78 will be renumbered ES.684.

Nomenclature of junctions

Junctions will be designated as follows:-

Location	Name
Between Down and Up branch and Down and Up Midcalder lines	Slateford Junction

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 **Camps Junction** box.

SIGNALLING ARRANGEMENTS

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

Signal prefix letter	Controlled from
ES) EP) EH)	Edinburgh Signalling Centre
CJ K	Camps Junction Kingsknowe

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 Midcalder			
CJ.701	Main	—	Home signal for Camps Junction.
ES.697R	Main	—	Distant for ES.697
ES.695RR	Main	—	Outer distant for ES.695.
ES.695R	Main	—	Inner distant for ES.695.
ES.687	Main Main Draw ahead Draw ahead	— Junction indicator U E	to ES.683. to ES.676. towards Up Sidings towards East Sidings

RUNNING SIGNALS – continued

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
Up Midcalder			
ES.686	Main Main	– Junction indicator	to ES.692 to K.13
ES.696R	Main	–	Distant for ES.696
CJ.698R	Main	–	Distant for CJ.698
CJ.698	Main	–	Home signal for Camps Jn.
Down Midcalder (in Up direction)			
K.13	Main	(displays a red aspect only)	
	Draw ahead	–	towards Down Sidings (Controlled by Kingsknowe gate box)
Down Branch			
ES.675	Main Draw ahead	– X	to ES.692 towards Down Midcalder

SHUNTING SIGNALS

Signal No.	Route indication where provided	Application	
		From	Towards
ES.963	U H X	East sidings	Up Midcalder Headshunt Down Midcalder
ES.964	–	Headshunt	East sidings
*ES.966	–	Up branch	East sidings or Along Up branch
*ES.968	–	Up branch	Along Up branch
*These signals will also exhibit a proceed aspect when the main signal route from ES.687 to ES.676 is cleared.			
ES.970	–	Down Midcalder	ES.972 or Glass sidings (controlled from ground frame).
ES.972	–	Down Midcalder	Up Midcalder
ES.974	–	Up sidings	Up Midcalder
ES.975	–	Up Midcalder	Up sidings or Down Midcalder
*ES.977	–	Up Midcalder	ES.975 or ES.968
*This signal will also exhibit a proceed aspect when the main signal route from ES.687 to ES.676 is cleared.			
K.16 (Controlled by Kingsknowe gate box)	–	Down sidings	Down Midcalder

CURRIEHILL CROSSOVER

The trailing crossover is controlled from a switch panel located in an adjacent cabinet on the Down line side. The panel is electrically released from Edinburgh Signalling Centre.

To use the crossover, trainmen must first communicate with the signalman, by telephone, thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signalman gives permission for the panel to be operated, the "F" indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done the "F" indication will be extinguished and replaced by the illumination of the "ACC" indication. Thereafter No.1 switch must be turned to the right hand position to operate the crossover.

The illuminated "R" indicates that the points are correctly set.

After the train movement through the crossover is completed, the switches must be restored to the left hand position, the signalman advised, by telephone, when this has been done and the cabinet door closed.

NOTICE BOARDS

Single sided notice boards, worded "STOP AND TELEPHONE", are provided at the exit from the Up sidings and East sidings, respectively.

GROUND FRAME ARRANGEMENTS

A 4 - lever ground frame, electrically released from Edinburgh Signalling Centre, will be provided to operate the connection from the Down Midcalder line and Glass sidings together with the signal route applying from signal ES.970 towards the sidings. Trains may be shut in.

AWS TRACK EQUIPMENT

A.W.S. track equipment will be provided at all main line running signals throughout the area 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.



