



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

TOWNHILL and COWDENBEATH RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

15 MARCH, 1981
GLASGOW

C.E.W. GREEN
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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TOWNHILL/COWDENBEATH 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.13 and introduced at approximately 05 00 on 29 March, 1981.

DESCRIPTON OF SCHEME

Townhill Junction, Halbeath, Cowdenbeath South and Cowdenbeath North boxes will be closed and the area of control of Edinburgh Signalling Centre extended to cover that formerly controlled by these boxes.

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

The junction between the Cowdenbeath lines and the single line to the Dora Opencast Rapid Loading site will be designated **Cowdenbeath South Junction**.

The lifting barriers at **Halbeath level crossing** will become remotely controlled from Edinburgh Signalling Centre supervised by closed circuit television cameras.

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 **Glencraig Junction** box.

The single goods line to Bogside will be worked in accordance with the One Train Working Regulations as contained in the General Appendix. Train staff custodian will be the Chargeman at Townhill yard.

The single goods line between Cowdenbeath South Junction and the Dora Opencast Rapid Loading site will be worked on a "One Train Working without Train Staff" arrangement in accordance with the instructions shown on page 210 of the Sectional Appendix.

SIGNALLING ARRANGEMENTS

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

Signal prefix letter	Controlled from
EO)	Edinburgh Signalling Centre
EC)	
G	Glencraig Junction

Existing signal EO.714R will be renumbered EO.716 and become a 3-aspect signal capable of displaying a red, yellow or green aspect.

The application of all running signals, with the exception of those detailed below, is to the next running signal:—

RUNNING SIGNALS

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Cowdenbeath EO.717	Main	—	to EO.729
	Main	left hand upper junction indicator	to EO.731
	Main	left hand lower junction indicator	to EO.733
	draw ahead	left hand upper junction indicator	towards Down goods loop No.1
	draw ahead	left hand lower junction indicator	towards Down goods loop No.2
	draw ahead	D	towards Down sidings

RUNNING SIGNALS -- continued

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Cowdenbeath -- continued			
EO.729	Main	—	to EC.753
EC.753R	Main	—	distant for EC.753
EC.753	Main draw ahead	—	to EC.759 towards Dora Opencast site single line
EC.759	Main	—	to G.763
G.763R	Main	—	distant for G.763
G.763	Main	—	to Glenraig Jn. Down home signal
Down goods loop No.1			
EO.731	Main	—	to EC.753
Down goods loop No.2			
EO.733	Main	—	to EC.753
Up Cowdenbeath			
EC.762R	Main	—	Distant for EC.762
EC.762	Main	—	to EC.758
EC.758R	Main	—	Distant for EC.758
EC.758	Main	—	to EO.734
EO.734R	Main	—	Distant for EO.734
EO.734	Main Main draw ahead	— junction indicator junction indicator	to EO.724 to EO.726 towards EO.726
Dora Opencast Rapid Loading Site Single Line			
EC.756	Main draw ahead	— —	to EO.734 towards Down Cowdenbeath limit of shunt indicator
Up goods loop			
EO.726	Main	—	to EO.716
Up sidings			
EO.728	Main draw ahead	— —	to EO.716 towards Up sidings headshunt
Oakley branch			
EO.721	Main (displays a red aspect only) draw ahead	—	towards EO.905

SHUNTING SIGNALS

Signal No.	Route indication where provided	Application	
		From	Towards
EO.903	D 2 1 M X L U	Up Cowdenbeath	Down sidings EO.733 EO.731 EO.729 EO.923 EO.925 Up sidings
EO.905		Oakley branch single line	Down sidings or EO.733 or EO.731
EO.907		CCE siding	Down sidings or EO.733 or EO.731
EO.909		Up sidings headshunt	Up sidings
EO.912		Down Cowdenbeath	EO.716
EO.914		Down goods loop No.1	EO.716 or Oakley branch or C.C.E. siding
EO. 916		Down goods loop No.2	EO.716 or Oakley branch or C.C.E. siding
EO. 918		Down sidings	EO. 716 or Oakley branch or C.C.E. siding
EO. 923		Up Cowdenbeath	Down Cowdenbeath
EO. 925		Up goods loop	Down Cowdenbeath
EO. 934	U M X 1 2	Down Cowdenbeath	EO. 726 EO. 724 EO. 912 EO. 914 EO. 916
EC. 939		Up Cowdenbeath	Dora Opencast Rapid Loading site single line.
EC. 941	D X	Down Cowdenbeath	EC. 759 Up Cowdenbeath limit of shunt indicator
EC. 942		Down Cowdenbeath	EO. 734,
EC.942R	repeater for EC. 942		

NOTICE BOARDS

A non-illuminated double sided notice board is provided in the cress of the Oakley branch single line, adjacent to signal EO.721, and is worded:—

facing Townhill — **Commencement of staff working**

facing Oakley — **End of staff working**

A non-illuminated single sided notice board, facing to trains from the Dora Opencast Rapid Loading site, and worded "Exchange hand signals", is provided in the cress of the single goods line, 100 yards before reaching signal EC. 756. A driver of a class 7, 8 or 9 train from Dora, must not pass signal EC. 756 unless he has exchanged handsignals with the guard to ensure that the train is complete with tail lamp.

A.W.S TRACK EQUIPMENT

A.W.S. track equipment is provided at all running signals on the Down and Up Cowdenbeath lines.

A.W.S. track equipment is **not** provided at the following running signals:—

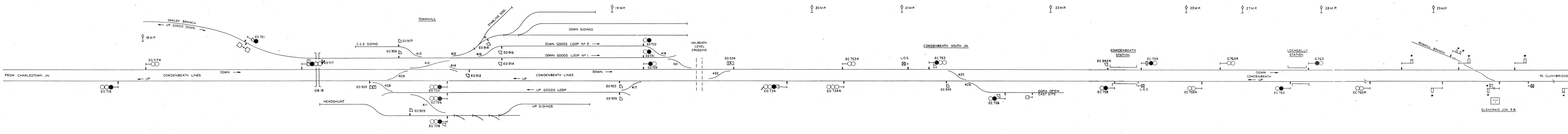
- EO.721 — Oakley branch single line
 - EO.728 — Up goods loop
 - EO.731 — Down goods loop No.1
 - EO.733 — Down goods loop No.2
 - EC.756 — Dora Opencast Rapid Loading site single line
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SIGNAL POST TELEPHONES

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



TOWNHILL/COWDENBEATH RESIGNALLING



EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS	
THREE ASPECT SIGNALS	
○ CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT	○ CAPABLE OF DISPLAYING YELLOW, DOUBLE YELLOW OR GREEN ASPECT
● CAPABLE OF DISPLAYING RED OR GREEN ASPECT	○ CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT
TWO ASPECT SIGNALS	
○ CAPABLE OF DISPLAYING RED OR GREEN ASPECT	○ CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT
● CAPABLE OF DISPLAYING RED ASPECT ONLY	○ CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT
SINGLE ASPECT SIGNAL	
● CAPABLE OF DISPLAYING RED ASPECT ONLY	○ CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT
MECHANICAL SIGNALS	
□ STOP SIGNAL	□ DIAMOND SIGN
□ DISTANT SIGNAL	□ DISTANT SIGNAL
ROUTE INDICATORS	
○ JUNCTION TYPE RULE BOOK SECTION 'C'	○ JUNCTION TYPE RULE BOOK SECTION 'C'
□ STENCIL TYPE FIG. IN SQUARE INDICATES NO. OF ROUTES CAPABLE OF BEING DISPLAYED	□ STENCIL TYPE FIG. IN SQUARE INDICATES NO. OF ROUTES CAPABLE OF BEING DISPLAYED
SUBSIDIARY SIGNALS	
○ POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°	○ POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°
○ SHUNTING SIGNAL	○ SHUNTING SIGNAL
○ GROUND POSITION LIGHT NORMAL ASPECT :- RED AND WHITE HORIZONTAL LIGHTS PROCEED ASPECT :- TWO WHITE LIGHTS AT 45°	○ GROUND POSITION LIGHT NORMAL ASPECT :- RED AND WHITE HORIZONTAL LIGHTS PROCEED ASPECT :- TWO WHITE LIGHTS AT 45°
MISCELLANEOUS	
◇ MILEPOST	◇ MILEPOST
□ LIMIT OF SHUNT	□ LIMIT OF SHUNT
□ DOUBLE SIDED NOTICE BOARD	□ SINGLE SIDED NOTICE BOARD
□ - DENOTES EXISTING SIGNAL	□ - DENOTES EXISTING SIGNAL
□ - AUTO	□ - AUTO