



For information of Railway Staff only

SPECIAL NOTICE

PERMANENT WAY & SIGNALLING ARRANGEMENTS

PERTH MARSHALLING YARD

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

INVERNESS, 31st July, 1961.

H. M. HERBERT.
Traffic Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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PERTH YARD.

A new Marshalling Yard named "PERTH YARD" has been constructed $1\frac{1}{4}$ miles north of Perth station on the Down side of the main line.

The new Yard is equipped with Arrival and Departure lines at each end, reception lines and central groups of sorting sidings, with a shunting hump at the North end.

All movements in the hump area are controlled from a Control Tower situated on the West side of the hump and all controlled points in this area are operated from the Control Tower.

LAYOUT AND SIGNALLING ARRANGEMENTS.

Details of the layout and signalling arrangements are shown on the accompanying diagram and the application of the signals is as follows:—

Perth Yard Control Tower.

No.	<i>Application.</i>
6	Along departure line to signal 13.
9	From Crieff branch to signal 13.
10	From Hump head shunt to signal 13.
11	From Hump line to Hump head shunt.
12	From departure line with route indications:— H—to Hump head shunt. B—to Crieff branch. O—to signal 219.
13	From departure line with route indications:— ← R—to signal 18. → R—to signal 23. SS—to Down secondary sorting sidings. X—to signal 19.
14	Along departure line to signal 12.
15	From Down secondary sorting sidings to signal 12.
17	From reception lines with route indications:— O—to signal 12. D—to Down main line. X—to Up main line.
18	To No. 1, 2, 3 or 4 reception lines—route ← indication R. → To signal 23—route indication R.
19	From departure line:— Top signal—to van lye. Bottom signal—to Down sorting sidings.
21	From van lye to signal 14.
22	From Down sorting sidings:— Top signal—to Hump line. Bottom signal—to signal 14.

Layout and Signalling Arrangements—continued.**Perth Yard Control Tower—continued.**

No.	Application.
23	From engine road with route indications:— 4—to No. 4 reception line. 5—to No. 5 reception line. 6—to No. 6 reception line. E—along engine road to signal 211.
24	From engine road:— Top signal—to signal 12. Bottom signal—to signal 17.
25	From No. 4 reception line to signal 17.
26	From engine road to signal 24.
27	From No. 6 reception line to signal 24.
28	From No. 5 reception line to signal 24.
29	From No. 4 reception line:— Top signal—to signal 24. Bottom signal—to signal 25.
31	From No. 3 reception line to signal 17.
32	From No. 2 reception line to signal 17.
33	From No. 1 reception line to signal 17.
34	Along engine road to signal 26.

Humping signals H.1, H.2, H.3 and H.4 control movements from Hump head shunt to the Hump.

The following signals which will be operated from the new signalbox at Perth station will be brought into use at a later date:—

No.	Application.
193	To Up sorting sidings—route indication Y.1. To Down sorting sidings—route indication Y.2. To turntable—route indication T. To signal 199—route indication L.

No.	Aspect.	Route indication.	Application.
194	Main	U	To Up main line.
	Main	D	To Down main line.
	Subsidiary	U	To Up main line.
	Subsidiary	D	To Down main line.
	Subsidiary	H	To head shunt.

No.	Application.
195	From turntable to signal 194.
196	From Down sorting sidings to signal 194.
197	From Up sorting sidings to signal 194.

Layout and Signalling Arrangements—continued.

No.	Aspect.	Route indication.	Application.
198	Main	U	From reception lines:— To Up main line.
	Main	D	To Down main line.
	Subsidiary	U	To Up main line.
	Subsidiary	D	To Down main line.
	Subsidiary	L	To signal 194.

No.	Application.
199	To No. 6 reception line—route indication 6. To No. 5 reception line—route indication 5. To No. 4, 3, 2 or 1 reception lines—route indication R. To engine road—route indication E.
201	From No. 1 reception line to signal 198.
202	From No. 2 reception line to signal 198.
203	From No. 3 reception line to signal 198.
204	From No. 4 reception line to signal 198.
205	From No. 5 reception line to signal 198.
206	From No. 6 reception line to signal 198.
207	From turntable or ash pit to engine road.
208	From engine road:— Top signal—to signal 198. Bottom signal—to turntable or ash pit.
211	Along engine road to signal 208.
219	From departure line to Down main line.

TELEPHONES.

Telephones will be provided at signals 6, 9, 12, 14/15, 17/18, 19, 23/24, 25, 26/27, 28/29, 194, 195, 196, 197, 198, 201/202, 203/204, 205/206, 207, 208, 211 and 219.

As a temporary arrangement and until the above telephones are provided, telephones have been provided at the following locations:—

1. Between Nos. 3 and 4 reception lines adjacent to water column.
2. Adjacent to signal 15.

Trainmen working in the vicinity of the Down sorting sidings and north end of the reception lines may also receive instructions from the Control Tower by loudspeaker.

PERTH
MARSHALLING YARD & CONNECTIONS

EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL (RULE 43)
 RED ASPECT
 3 ASPECT SIGNAL CAPABLE OF SHOWING RED, YELLOW OR GREEN ASPECTS.

SUBSIDIARY SIGNALS (RULE 47)
 POSITION LIGHT SUBSIDIARY SIGNAL NORMALLY OUT PROCEED INDICATION GIVEN BY TWO WHITE LIGHTS AT 45°

ROUTE INDICATORS (RULE 35E)
 INDICATOR
 FIGURES IN SQUARES DENOTE NUMBER OF ROUTE INDICATIONS CAPABLE OF BEING DISPLAYED

GROUND SHUNTING SIGNALS (RULE 47)
 POSITION LIGHT TYPE SIGNAL NORMAL ASPECT RED & WHITE PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
 SEPARATE SIGNALS SITUATED BACK TO BACK.

HUMPING SIGNALS
 RED ASPECT
 HUMP
 APPROACH
 DOUBLE SIDED HUMPING SIGNAL
 HUMPING SIGNAL WITH MINIATURE LIGHT COLOUR SIGNAL
 EXAMPLES OF ASPECTS DISPLAYED
 STOP HUMPING
 HUMP
 APPROACH

POINTS
 WATER COLUMN
 POINTS
 2WAY HAND POINTS
 CONTROLLED POINTS

SIGNALS NUMBERED FROM CONTROL TOWER - ○

