



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

AYR

RE-SIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

APRIL, 1985
GLASGOW

V. A. CHADWICK
Regional Operations Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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AYR RESIGNALLING

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagrams 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 Weekly Operating Notice and introduced as follows:—

Stage 1	—	7 April 1985
Stage 2	—	12 May 1985

DESCRIPTION OF SCHEME

Stage 1—7 April 1985 (Sheets 1 and 1A apply)

Prestwick, Falkland Jn., Newton Jn., Blackhouse Jn. and Annbank signal boxes will be closed and the area formerly controlled by these boxes will now be controlled from a new box, designated Ayr, situated on the Down side of the line from Killoch Colliery, on the Ayr side of overbridge No. 45. The line between Newton Jn. and Killoch Colliery will be singled and redesignated Up and Down Killoch.

Nomenclature of Junctions

The junction between the single line from Killoch Colliery and the Up and Down Ayr lines will be known as Newton Jn.

The layout of connections between the Down Ayr and the Down Goods loop, the Ayr lines and the Up loops/yard, in the vicinity of overbridge No. 43, will be known as Falkland.

Method of Working

The Track Circuit Block regulations will apply throughout the area controlled by the new Ayr signal box and on the lines to and from Barassie and Ayr No. 1.

The One Train Working System, as contained in the General Appendix, will apply on the line between Newton Jn. (signal PA 335) and the double-sided notice board at Killoch Colliery. A locked key will be provided as a Train Staff at signal PA 335 capable of unlocking ground frames at Auchincruive and Killoch.

Stage 2—12 May 1985 (Sheet 2 applies; Sheet 1A no longer applicable)

Ayr No. 1, Ayr No. 2 and Belmont signal boxes will be closed. The area formerly controlled by these boxes will now be controlled from Ayr signal box. Belmont level crossing will be converted to a CCTV (Closed-Circuit Television) installation monitored from Ayr signal box.

The Down Ayr line between signal PA 340 and Ayr station will become bi-directional.

The Up and Down main lines south of Ayr station will be redesignated Up and Down Girvan respectively. The single line to Kilkerran will be redesignated Up and Down Girvan line.

Bi-directional working will be introduced as follows:—

Up Girvan—between No. 152 trailing crossover (adjacent to washing plant) and Ayr station.

Down Girvan—between No. 153 facing crossover (Belmont) and Ayr station.

Nomenclature of Junctions

The new double to single connection forming the single line to Kilkerran and the new junction between the Benbane branch and the single line to Kilkerran will be known as Dalrymple Jn.

Method of Working

The Track Circuit Block Regulations will apply throughout the area controlled by Ayr signal box and on the single line to and from Kilkerran signal box.

The One Train Working System, without Train Staff, as detailed in Section 3 of the Sectional Appendix, will apply on the single line between Dalrymple Jn. and Benbane.

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RUNNING

Signal

Stage 1
Down Ayr
PA 323

PA 325

Up Ayr
PA 336

No. 1 Rec
PA 327

No. 2 Rec
PA 329

Outgoing
PA 333

Up Killoch
PA 334

SIGNALLING ARRANGEMENTS

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

Signals prefixed by the letters PA are controlled from Ayr

Signals prefixed by the letter B are controlled from Barassie

The application of all running signals, with the exception of those detailed below, is to the next running signal capable of displaying a red aspect.

Trains not completely within fixed signals

Referring to the General Appendix instructions—when a locomotive or DMU is ahead of any of the Ayr station platform signals owing to the length of the train, the signal concerned must be regarded as controlling the starting of the train. In this connection, to assist drivers, a back indication is provided for each of the signals.

RUNNING SIGNALS

<i>Signal</i>	<i>Aspect</i>	<i>Route Indication where provided</i>	<i>Application To or Towards</i>
Stage 1			
Down Ayr			
PA 323	Main	—	PA 325
	Position light	G	Down Goods loop
	Position light	1	No. 1 Up loop
	Position light	2	No. 2 Up loop
	Position light	A	Yard Arrival line
	Position light	W	West sidings
PA 325	Main	Junction indicator	PA 335
	Main	—	PA 339
	Position light	—	Motive Power Depot
Up Ayr			
PA 336	Main	Junction indicator	Ingoing Harbour branch
	Main	—	PA 324
	Position light	2	No. 2 Reception line
	Position light	1	No. 1 Reception line
No. 1 Reception line			
PA 327	Main	Junction indicator	PA 335
	Main	—	PA 339
	Position light	—	Motive Power Depot
No. 2 Reception line			
PA 329	Main	Junction indicator	PA 335
	Main	—	PA 339
	Position light	—	Motive Power Depot
Outgoing Harbour branch			
PA 333	Main	Junction indicator	PA 335
	Main	—	PA 339
	Position light	—	Motive Power Depot
Up Killoch			
PA 334	Main	Junction indicator	Ingoing Harbour branch
	Main	—	PA 324
	Position light	2	No. 2 Reception line
	Position light	1	No. 1 Reception line
	Position light	X	Down Ayr

POSITION LIGHT SIGNALS

<i>Signal</i>	<i>Route Indication where provided</i>	<i>From</i>	<i>Application</i>	<i>Towards</i>
Stage 1				
PA 821	X 1 2 A W	Up Ayr		Back along Up Ayr No. 1 Up loop No. 2 Up loop Yard Arrival line West sidings
PA 823	1 2 A W	Up shunt spur		No. 1 Up loop No. 2 Up loop Yard Arrival line West sidings
PA 824	H M X	West sidings		Up shunt spur Up Ayr Down Ayr LOS.
PA 826	H M X	Yard Arrival line		Up shunt spur Up Ayr Down Ayr LOS.
PA 828	H X	No. 2 Up loop		Up Ayr Down Ayr LOS.
PA 832	H M X	No. 1 Up loop		Up shunt spur Up Ayr Down Ayr LOS.
PA 834	X	Down Goods loop		Down Ayr LOS.
PA 835	—	No. 1 Up loop		PA 3276 or PA 329
PA 836	—	No. 2 Reception line		No. 1 or No. 2 Up loop
PA 837	—	Down Goods loop		Down Ayr
PA 838	—	No. 1 Reception line		No. 1 or No. 2 Up loop
PA 841	—	Freight Terminal		Down Ayr
PA 842	G F	Down Ayr Freight Terminal		Goods loop
PA 843	P D	Up Ayr		Motive Power Depot Down Ayr
PA 844	H 2 1 U X	Down Ayr		Ingoing Harbour branch No. 2 Reception line No. 1 Reception line Up Ayr PA 842
PA 846	H 2 1 U X	Motive Power Depot		Ingoing Harbour branch No. 2 Reception line No. 1 Reception line Up Ayr PA 842
PA 340	X P	Down Ayr		PA 844 Motive Power Depot

RUNNING SIGNALS

<i>Signal</i>	<i>Aspect</i>	<i>Route Indication where provided</i>	<i>Application To or Towards</i>
Stage 2			
Down Ayr			
*PA 343	Main	—	PA 353
	Main	Upper R.H. Junction indicator	PA 355
	Main	R.H. Junction indicator	Platform 2
	Main	Lower R.H. Junction indicator	Platform 1
	Position light	—	Platform 4
	Position light	Upper R.H. Junction indicator	Platform 3
	Position light	R.H. Junction indicator	Platform 2
	Position light	Lower R.H. Junction indicator	Platform 1
*Signal commissioned at Stage 1 but route to Platform 3 not provided until Stage 2.			
Ayr station (north end)			
PA 344	Main	—	PA 342
	Main	Junction indicator	PA 340
PA 346	Main	—	PA 342
	Main	Junction indicator	PA 340
PA 348	Main	—	PA 342
	Main	Junction indicator	PA 340
PA 352	Main	Junction indicator	PA 342
	Main	—	PA 340
Signals PA 344, PA 346, PA 348 and PA 352 will also be provided with "U", "OFF" and double-sided "R" indicators.			
Ayr station (south end)			
PA 353	Main	—	PA 359
	Position light	—	PA 855
PA 355	Main	Junction indicator	PA 359
	Position light	X	PA 857
	Position light	W	Washing plant
	Position light	B	By-pass loop
		R	Right away
Signals PA 353 and PA 355 will also be provided with single-sided "MAIN OFF" and "R" indicators ahead of the respective signals.			
Down Girvan			
PA 358	Main	Junction indicator	PA 348
	Main	—	PA 352
	Position light	Junction indicator	Platform 3
	Position light	—	Platform 4
PA 363	Main	Junction indicator	Down Benbane branch
	Main	—	Down Girvan
Up Girvan			
PA 362	Main	—	PA 356
	Main	Junction indicator	PA 358
PA 356	Main	—	PA 348
	Position light	—	Platform 3

POSITION LIGHT SIGNALS

<i>Signal</i>	<i>Route Indication where provided</i>	<i>From</i>	<i>Application</i>	<i>Towards</i>
Stage 2				
PA 853	D X 2 1	Up Ayr		Down Ayr Back along Up Ayr No. 2 Platform No. 1 Platform
PA 854	—	By-pass loop		Up Ayr
PA 855	—	Down Girvan		PA 359
PA 856	—	Washing Plant		Up Ayr
PA 857	—	Up Girvan		Down Girvan
PA 859	U X	Down Girvan		Up Girvan Back along Down Girvan

Note:

At Stage 1, existing Up Ayr signals 21, 21R and 21RR (Barassie) will be renumbered B288, B292 and PA 312 respectively, becoming automatic signals, and be capable of displaying a red, yellow, double yellow or green aspect.

Existing Down Ayr signals B287 and B291 (Barassie) will be capable of displaying a red, yellow, double yellow or green aspect, signal B291 becoming an automatic signal.

A new 3 aspect colour light Down home signal, with associated subsidiary aspect, for Ayr No. 1 will be provided 62 yards on the Newton Jn. side of the existing signal. A route to platform 3 will not be provided at Stage 1.

GROUND FRAME ARRANGEMENTS

Ground frames will be provided as described below:—

Monkton siding

A four lever ground frame, replacing the existing two lever ground frame, electrically released from Ayr signal box, to operate the trailing connection between the Up Ayr line and the Oil siding together with the ground position light signal applying from the Up Ayr line to the siding. Trains may be shut in. The Annett's Key controlling the existing Cripple siding one lever ground frame will be incorporated in the Monkton siding ground frame.

Auchincruive MOD siding

A three lever ground frame, released by train staff, to operate the connection between the Up and Down Killoch single line and the siding.

NOTICE BOARDS

Reflectorised notice boards will be provided as under:—

Single-sided below signal PA 335 on Down Killoch single line worded—

“COMMENCEMENT OF TRAIN STAFF SECTION. OBTAIN TRAIN STAFF”

Single-sided on Up Killoch single line, 322 yards before reaching signal PA 334 (opposite signal PA 335) worded—

“END OF TRAIN STAFF SECTION. REPLACE TRAIN STAFF”

A distant board will be provided on the Up Killoch single line, 1390 yards from the Up line notice board.

Double-sided, on Benbane branch single line, 200 yards on Dalrymple Jn. side of the first set of points at Benbane, on the Up cess side worded—

Facing Dalrymple Jn. “END OF ONE TRAIN WORKING. PRIVATE LOCO OPERATING”

Facing Benbane “COMMENCEMENT OF ONE TRAIN WORKING. PRIVATE LOCO PROHIBITED”

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AWS EQUIPMENT

AWS track equipment is provided as outlined on the attached diagrams (triangle symbol) and is shown immediately on the approach side of the signal to which it applies. A single arrowhead associated with the symbol indicates that the equipment is operative only for the direction shown.

A double arrowhead indicates that the equipment is operative for both directions.

A test magnet is provided at both exits from Ayr Motive Power Depot.

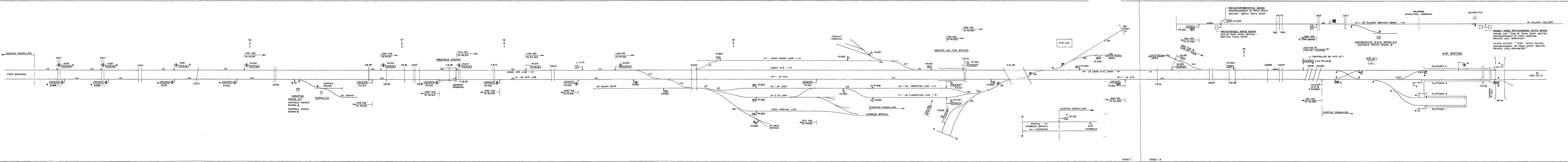
TELEPHONES

Although not shown on the accompanying diagrams, the following telephone signs are provided, where applicable, in accordance with regional practice.



[at all new signals capable
of displaying a red aspect]





SHEET I

SHEET IA

