

C. J. Woolsterholmes,

For the information of Railway Staff Only

BR31015/5



## **SPECIAL NOTICE**

# **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

## **GLENGARNOCK**

## **RESIGNALLING**

**(THIS NOTICE NEED NOT BE ACKNOWLEDGED)**

**DECEMBER, 1985  
GLASGOW**

**V. A. CHADWICK  
Regional Operations Manager**

# SIGNALLING RECORD SOCIETY

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April 1986

POSITION LIGHT

# GLENGARNOCK — RESIGNALLING

Signal

Route in  
which  
it is  
used



Location

Towards

## OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use on Sunday, 15th December, 1985.

## DESCRIPTION OF SCHEME

Beith North, Glengarnock and Brownhill Jn. signal boxes will be closed and the area formerly controlled by these boxes will now be controlled from Paisley Signalling Centre.

## DALRY

## METHOD OF WORKING

The Track Circuit Block Regulations will apply throughout the extended area of control of Paisley Signalling Centre and on the lines to and from Dalry signal box.

## SIGNALLING ARRANGEMENTS

The description of all new signals shown on the accompanying diagram is as follows:—  
Signals prefixed by the letters "PE" or "PG" are controlled from Paisley Signalling Centre.  
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.

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

## RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application To or Towards
UP AYR			
PG 183	Main	Position 1 Junction Indicator	PG 193
	Main	—	*
	Position Light	—	PG 754
PG 188	Main	—	PG 182
	Position Light	—	PG 763
PG 191	Main	—	*
	Main	Position 4 Junction Indicator	*
PG 196	Main	—	PG 188
	Main	Position 4 Junction Indicator	*
PG 205	Main	Position 1 Junction Indicator	Dalry No. 41
	Main	—	*
PG 210	Main	Position 1 Junction Indicator	PG 194
	Main	—	PG 196
UP PASSENGER LOOP			
PG 194	Main	—	PG 188
	Main	Position 4 Junction Indicator	*
PG 203	Main	Position 1 Junction Indicator	Dalry No. 41
	Main	—	*
	Position Light	—	Roche Sidings
UP GOODS LOOP			
1PG 186	Main	—	PG 182
	Position Light	—	Headshunt
PG 187	Main	D	PG 193
	Main	X	*
DOWN AYR			
PG 190	Main	Position 1 Junction Indicator	PG 182
	Main	—	*
	Position Light	—	PG 763
PG 193	Main	Position 1 Junction Indicator	PG 209
	Main	—	PG 207
	Main	Position 4 Junction Indicator	PG 205
	Main	Position 5 Junction Indicator	PG 203
PG 212	Main	Position 2 Junction Indicator	PG 194
	Main	Position 1 Junction Indicator	PG 196
	Main	—	*
	Main	Position 4 Junction Indicator	*
DOWN PASSENGER LOOP			
PG 202	Main	—	*
	Position Light	—	C.E. Siding

N.B. Whilst signals to cater for bi-directional working will be provided, this facility will not be available until further notice. Routes so affected are indicated thus \*.

**POSITION LIGHT SIGNALS**

Signal	Route Indication where provided	Application	
		From	Towards
PG 752	—	Headshunt	PG 754
PG 754	—	Up Goods Loop	PG 187 or Sidings
PG 755	—	Up Sidings	PG 186
PG 757	—	Up Goods Loop	PG 186
PG 763	—	Up Ayr Line	PG 182 or PG 757
PG 768	—	Headshunt	Roche Sidings
PG 769	—	Roche Sidings	Headshunt or PG 194

**DALRY**

The existing Down home semaphore signal will be replaced by a colour light signal capable of displaying a red or green aspect, 5 yards further from the signal box.

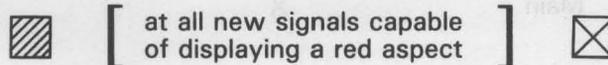
The existing Down distant signal will be removed and Dalry box will control the yellow and green aspects of signals PG203, PG 205, PG 207 and PG 209.

**AWS EQUIPMENT**

AWS track equipment is provided as outlined on the accompanying diagram 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.

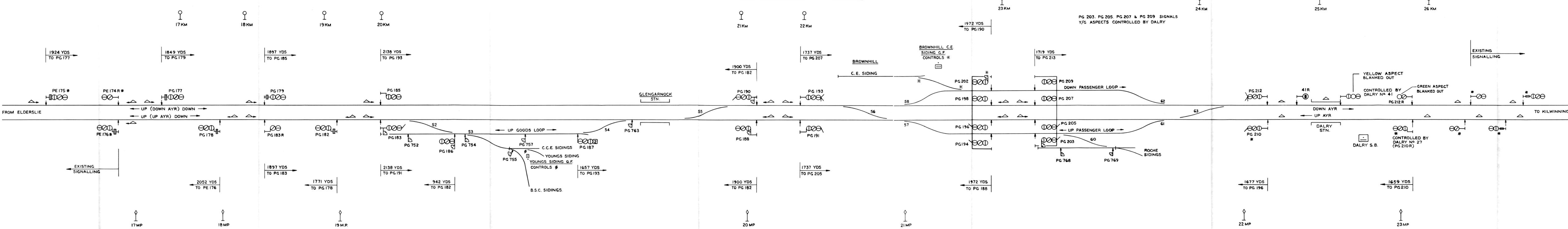
**TELEPHONES**

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



M.B. Whilst signals to cater for bi-directional working will be provided, this facility will not be available until further notice. Routes so affected are indicated thus.

# GLENGARNOCK RESIGNALLING



- ### EXPLANATION OF SYMBOLS
- MAIN LINE COLOUR LIGHT SIGNALS**
- TWO ASPECT SIGNAL
    - CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT
  - THREE ASPECT SIGNAL
    - CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT
  - ROUTE INDICATORS
    - JUNCTION TYPE RULE BOOK SECTION 'C'
  - SUBSIDIARY SIGNALS
    - POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
  - BANNER REPEATER
    - DENOTES AUTOMATIC SIGNAL
    - DENOTES EXISTING SIGNALS
- POINTS**
- CONTROLLED
  - HAND
- MISCELLANEOUS**
- GROUND MOUNTED
  - GROUND POSITION LIGHT
  - NORMAL ASPECT RED & WHITE HORIZONTAL LIGHTS
  - PROCEED ASPECT - TWO WHITE LIGHTS AT 45°
  - MILE POST
  - GROUND FRAME
  - A.W.S.
  - KILOMETRE POST