



## **SPECIAL NOTICE**

# **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

## **YOKER**

## **RESIGNALLING**

# **YOKER SIGNALLING CENTRE EXTENSION OF AREA OF CONTROL**

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

**October, 1989  
GLASGOW**

**J. M. SUMMERS  
Regional Operations Manager**

# SIGNALLING RECORD SOCIETY

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## YOKER S.C.

# EXTENSION OF AREA OF CONTROL

### **OPENING ARRANGEMENTS**

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use on Sunday, 22 October, 1989.

### **DESCRIPTION OF SCHEME**

The area of control of Yoker Signalling Centre will be extended to cover that portion of the existing Hyndland box area of control from Partick station (exclusive) to Scotstounhill (exclusive) (Yoker lines) and Knightswood North Junction (exclusive) (Singer lines) including the West Curve between Hyndland North and West Junctions.

In consequence, Hyndland box area of control will be altered to be from the existing limits of control on the Airdrie and Argyle lines to Partick station (inclusive).

The Up and Down lines throughout between Hyndland East Junction and Dalmuir Park Junction, via Yoker, will be designated Up and Down Yoker lines.

The Up and Down lines throughout between Hyndland East Junction and Dalmuir Park Junction, via Singer, will be designated Up and Down Singer lines.

The Up and Down lines from Hyndland East Junction towards Finnieston will be designated Up and Down Airdrie lines.

### **METHOD OF WORKING**

The Track Circuit Block Regulations will apply throughout the extended area of control of Yoker Signalling Centre and on the lines to and from Hyndland and Westerton signal boxes.

**SIGNALLING ARRANGEMENTS**

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

Signals prefixed by the letters "YH" will be controlled from Yoker 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.

**RUNNING SIGNALS**

Signal	Aspect	Route Indication where provided	Application To or towards
<b>DOWN AIRDRIE</b>			
YH499	Main Position Light	— —	YH503 Up and Down Goods Loop
YH505	Main Main	— Position 4 Junction Indicator	YH507 YH515
<b>UP AIRDRIE</b>			
YH504	Main Position Light	— —	YH498 Partickhill Sidings
<b>UP SINGER</b>			
YH506	Main Position Light	— —	YH504 Up and Down Goods Loop
YH518	Main Main	— Position 4 Junction Indicator	YH506 YH511
<b>UP YOKER</b>			
YH550	Main Main	— Position 1 Junction Indicator	YH508 YH513
YH508	Main Position Light	— —	YH504 Up and Down Goods Loop

**POSITION LIGHT SIGNALS**

Signal	Route Indication where provided	From	Application Towards
YH839	— —	Partickhill Sidings Partickhill Sidings	Down Airdrie Up and Down Goods Loop
YH841	'X' 'L'	Up Airdrie Up Airdrie	Back Along Up Airdrie Up and Down Goods Loop
YH842	—	Down Airdrie	Partickhill Sidings
YH844	'U' 'S'	Up and Down Goods Loop Up and Down Goods Loop	Up Airdrie Partickhill Sidings
YH849	— —	Up Airdrie Up Airdrie	Down Yoker Down Singer
YH851	— —	Up and Down Goods Loop Up and Down Goods Loop	Down Yoker Down Singer
YH854	— —	Down Yoker Down Yoker	Up and Down Goods Loop Up Airdrie
YH856	— —	Down Yoker Down Yoker	West Curve Up Yoker

**NOTE:**

The undernoted signalling alterations will be carried out in association with the above arrangements at the locations shown.

**HYNDLAND AREA**

Down line 3 aspect signal H4, at Partick station, will be renewed as a 4 aspect signal capable of displaying a red, yellow, double yellow or green aspect, at the same location, application to signal YH499. A  sign will be provided. The signal will be renumbered HF4.

The double-sided "OFF" indicator at Hyndland station, in respect of former Up line signal H19, will be removed.

**AWS EQUIPMENT**

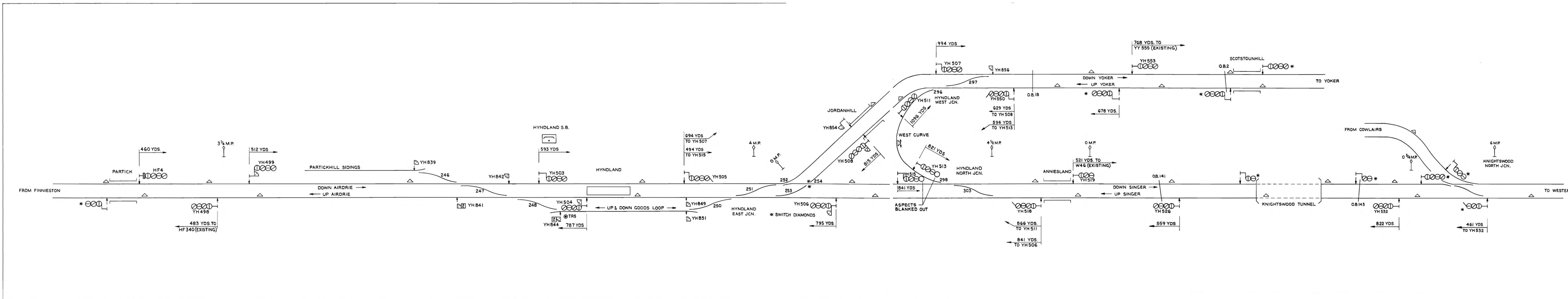
AWS track equipment is provided as outlined on the accompanying diagram and is shown immediately on the approach side of the signal to which it applies.

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

**TELEPHONES**

Although not shown on the accompanying diagram, telephones with black and white diagonal striped signs will be provided at all new signals capable of displaying a red aspect.

Telephones with St. Andrew's Cross signs will be provided in accordance with regional practice.



**EXPLANATION OF SYMBOLS.**

- MAIN LINE COLOUR LIGHT SIGNAL**
- ⊙ GREEN ASPECT
  - ⊗ YELLOW ASPECT
  - ⊖ RED ASPECT
- POSITION LIGHT/SHUNTING SIGNALS**
- ⊕ POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT 2 WHITE LIGHTS AT 45°
  - ⊖ GROUND MOUNTED POSITION LIGHT
- ROUTE INDICATORS**
- ⊕ JUNCTION TYPE (SEE RULE BOOK SECT. C)
  - ⊖ STENCIL TYPE
  - ⊗ THEATRE TYPE
- POINTS**
- ⊕ CONTROLLED
- MISCELLANEOUS**
- ⊕ A.W.S.
  - ⊖ A.W.S. OPERATIONAL IN BOTH DIRECTIONS
  - ⊕ MILE POST
  - \* EXISTING SIGNALLING
  - ⊙ T.R.S. 'TRAIN READY TO START' PLUNGER.
- STENCIL TYPE**
- ⊖ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED