



## **SPECIAL NOTICE**

# **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

## **YOKER**

## **RESIGNALLING**

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

**(ELIMINATION OF BOWLING, DUMBARTON AND CRAIGENDORAN BOXES)**

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

# 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, 15 September, 1991.

### **DESCRIPTION OF SCHEME**

Bowling, Dumbarton and Craigendoran boxes will be closed and Yoker Signalling Centre extended to cover the area previously controlled from these boxes.

The Up and Down main lines between Dalmuir and Helensburgh will be designated Up and Down Helensburgh lines.

The Down Goods loop at Dumbarton will be redesignated Down RCE line.

Bowling level crossing will be converted to a CCTV (Closed-Circuit Television) installation controlled from Yoker Signalling Centre.

### **METHOD OF WORKING**

The Track Circuit Block Regulations will apply throughout the extended area of control of Yoker Signalling Centre and on the West Highland single line to and from Helensburgh Upper.

The Regulations for One Train Working on Single Lines where a Train Staff is not provided will apply on the single Balloch branch.

### **SIGNALLING ARRANGEMENTS**

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

Signals prefixed by the letters 'YC' and 'YD' will be controlled from Yoker Signalling Centre.

(All signals previously controlled by Craigendoran and prefixed 'C' will now be controlled by Yoker Signalling Centre and will be prefixed 'YC').

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

The application of the undernoted existing signals will be altered as under:—

YY549 and YY597 at Dalmuir will now apply to YD605 (Down Helensburgh).

YC632 (former C632) will now apply to YD630 (Up Helensburgh).

**NOTE:**

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

**BOWLING**

Existing ground position light signal BW19 (Up Helensburgh) will be re-numbered YD903.

(The existing 5 lever Dunglass siding uncontrolled ground frame is not affected by the resignalling arrangements).

**DUMBARTON CENTRAL**

The existing 2 lever ground frame in the former Down Goods loop (redesignated Down RCE line) will be converted to a 4 lever ground frame, released from Yoker Signalling Centre and designated "High Bank Siding GF." A derailer will be provided at the exit from the High Bank sidings controlled by the ground frame. Trains may shut in.

**LEVEL CROSSINGS**

The undernoted existing level crossings, presently controlled/supervised from Craigendoran signal box, will now be controlled/supervised from Yoker Signalling Centre:—

Cardross—CCTV  
Geilston—manned gates  
Ardmore East—AHB  
Moss Road—occupation/accommodation crossing with telephone.

**NOTE:**

So far as Woodend occupation/accommodation crossing (West Highland) is concerned, telephone communication will continue to be to Banavie SC.

**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, 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.

SPECIAL NOTICE  
PERMANENT WAY AND  
SIGNALLING ARRANGEMENTS  
YOKER RESIGNALLING

EXTENSION OF AREA OF CONTROL  
(ELIMINATION OF BOWLING, DUMBARTON AND CRAIGENDORAN BOXES)

Note the following amendments to the above notice :-

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OPENING ARRANGEMENTS

Amend to read :-

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use on SUNDAY 22 SEPTEMBER 1991.

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Additional :-

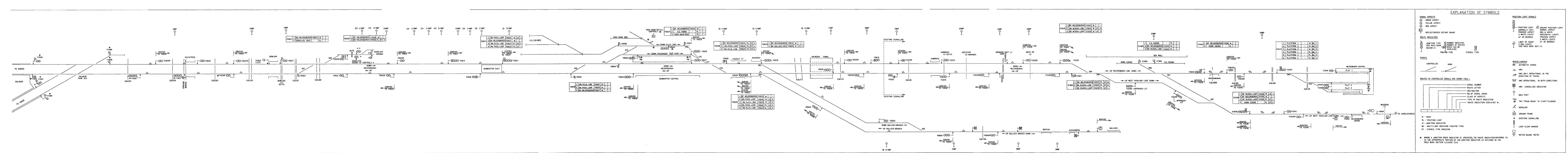
PERMANENT SPEED RESTRICTION WARNING INDICATORS

In association with the resignalling arrangements, adjustments will be made to the existing permanent speed restriction warning indicators as under :-

<u>Line</u>	<u>Existing Location</u>	<u>New Location</u>
Down Helensburgh	300 yards before reaching existing signal D34 (between Dumbarton East and Dumbarton Central stations)	400 yards nearer Dumbarton Central station
Up Helensburgh	350 yards before reaching existing signal D3 (Cardross side of Dalreoch Tunnel)	280 yards nearer Dalreoch Tunnel
Up Balloch single Line	240 yards before reaching existing signal D7 (between Renton and Dalreoch Jn)	100 yards nearer Balloch (associated AWS Cancelling Indicator will be repositioned accordingly)

The associated AWS track equipment will be repositioned accordingly

S B LANE  
OPERATIONS MANAGER, SCOTRAIL



**EXPLANATION OF SYMBOLS**

- SIGNAL ASPECTS**
- GREEN ASPECT
  - YELLOW ASPECT
  - RED ASPECT
  - REFLECTORISED DISTANT BOARD
- ROUTE INDICATORS**
- JUNCTION TYPE (USE RULE BOOK SECTION C)
  - NUMBER INDICATES WHICH CAN BE DISPLAYED
  - THEATRE TYPE
  - STENCIL TYPE
- POINTS**
- CONTROLLED
  - HAND
- ROUTES OF CONTROLLED SIGNALS ARE SHOWN THUS**
- SIGNAL NUMBER
  - ROUTE LETTER
  - DESTINATION
  - NO. OF SIGNAL AHEAD
  - CLASS OF ASPECTS
  - TYPE OF ROUTE INDICATION
  - ROUTE INDICATION DISPLAYED #1
- MISCELLANEOUS**
- AUTOMATIC SIGNAL
  - AWIS
  - AWIS ONLY OPERATIONAL IN THE DIRECTION OF TRAVEL
  - AWIS OPERATIONAL IN BOTH DIRECTIONS
  - AWIS CANCELLING INDICATOR
  - MILE POST
  - TRIS
  - TRIS TRAIN READY TO START\* PLUNGER
  - DERAILER
  - GROUND FRAME
  - EXISTING SIGNALING
  - LOOP CLEAR MARKER
  - NOTICE BOARD (RETB)
- POSITION LIGHT SIGNALS**
- POSITION LIGHT (NORMALLY OUT)
  - GROUND POSITION LIGHT (NORMAL ASPECT)
  - PROCEED ASPECT (RED & WHITE)
  - HORIZONTAL LIGHTS (PROCEED ASPECT)
  - AT 45 DEGREES (2 WHITE LIGHTS)
  - LIMIT OF SHUNT (2 RED LIGHTS)
  - WHICH CAN BE DISPLAYED (SEE RULE BOOK SECT. C)
- LEGEND**
- M - MAIN
  - PL - POSITION LIGHT
  - JT - JUNCTION INDICATOR
  - ML - MULTI LAMP INDICATOR (THEATRE TYPE)
  - ST - STENCIL TYPE INDICATOR
- NOTE:** WHERE A JUNCTION ROUTE INDICATOR IS SPECIFIED, THE ROUTE INDICATION REFERRED TO IS THE APPROPRIATE POSITION OF THE JUNCTION INDICATOR AS OUTLINED IN THE RULE BOOK SECTION C, CLAUSE 3.3.2