



# **SPECIAL NOTICE**

**PERMANENT WAY AND  
SIGNALLING ARRANGEMENTS**

## **DUMFRIES RESIGNALLING**

**THIS NOTICE NEED NOT BE ACKNOWLEDGED**

**GLASGOW, 26th April, 1957.**

**F. C. MARGETTS,  
Chief Operating Superintendent.**

# SIGNALLING RECORD SOCIETY

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**DUMFRIES No. 1, No. 2, ST. MARY'S AND SOUTH SIGNAL BOXES.  
SATURDAY AND SUNDAY, 4th AND 5th MAY.**

Commencing at 10.0 p.m. on Saturday, 4th May, all points and signals at Dumfries No. 1, No. 2 and St. Mary's boxes will be disconnected and drivers hand-signalled, as necessary, until completion of the work about 12.0 midnight on Sunday, 5th May, when the new and altered signalling, shown on the attached diagram and described below, will be brought into use.

**Description of scheme.**

A new box to be known as Dumfries Station, situated at the North end of No. 4 platform, will be brought into use to control the points and signals within the area at present covered by Dumfries No. 1, No. 2 and St. Mary's boxes, which will be dispensed with.

All the running signals controlled from the new box will be of the colour light type and the ground shunting signals will be of the position light type.

The Up and Down main lines between the new box and Dumfries South box will be worked by Track circuit block.

The existing Lockerbie branch double line between Dumfries St. Mary's box and No. 1 box will be converted to a single line, worked in accordance with Electric Token Block Regulations. The new token section will be Lockerbie—Dumfries Station, distance 14 miles 519 yards.

**Permanent way alterations.**

**Dumfries St. Mary's.**

The portion of the Down line between the facing points in the single line and a point 75 yards on the Lockerbie side of the box, will be removed. The Up line will become the single line and the Down line will become a siding with buffer stops provided at the Lockerbie end. The main line crossover road will be removed and a new connection (facing to Down trains) provided between the single line and the new Down siding immediately on the Lockerbie side of the signal box. This connection will be worked from a ground frame. The trailing connection, in the Up line from the goods yard, on the station side of the box will be removed and the facing connection in the Down line will become hand points. The trap points at the goods yard end of the latter connection will be removed.

A new connection between the Down siding (present Down branch line) and the single line, will be provided 400 yards on the Lockerbie side of the new box. Trap points will be provided at the siding end of the connection.

A new sand drag connection (facing to Down trains) will be provided in the single line, 320 yards on the Lockerbie side of the new box. The single line points of this connection will also act as catch points for Up trains.

**Signalling Arrangements.**

A description of the application of all new and altered signals, including the signals at Dumfries South box at present in use, as shown on the attached diagram, is as follows:—

## RUNNING SIGNALS.

### Up main line.

#### Dumfries Station.

- D.42 Distant for signal D.46.
- D.46 To signal D.51.
- D.51 Main signal—to signal D.77  
Subsidiary signal—calling-on signal along Up main line.
- D.77 To signal D.83.  
A banner repeater for signal D.77 is provided on the No. 4 platform 185 yards in rear.
- D.83 Main signal—to signal DS.7.  
Right-hand miniature yellow—to Up reception siding.

#### Dumfries South.

- DS.7 To signal DS.8 (also controlled from Dumfries Station).
- DS.8 To signal DS.10.
- DS.10 Up starting signal (also acting as Up distant for Brasswell level crossing).

### Down direction.

#### Dumfries South.

- DS.28 Distant for signal DS.27 (also controlled from Brasswell level crossing).
- DS.27 To signal DS.26 (also controlled from Brasswell level crossing).
- DS.26 Main signal—to signal D. 94 (also controlled from Dumfries Station).  
Left-hand miniature yellow—to Down reception siding.

#### Dumfries Station.

- D.94 Main signal—to signal D.70.  
Subsidiary signal—calling-on along Down main line.
- D.88 Main signal—to signal D.70.  
Subsidiary signal—calling-on to Down main line.
- D.70 Main signal (left-hand junction indicator)—to Down Castle Douglas branch signal D.45.  
Main signal (no indicator)—to Down main signal D.47.  
Main signal (right-hand junction indicator)—to Lockerbie branch signal D.48.  
Right-hand miniature yellow—to Lockerbie branch siding.
- D.71 From No. 2 bay } Main signals each with route indicator reading:—
- D.72 From No. 1 bay }
  - D—To Down Castle Douglas branch signal D.45.
  - M—To Down main signal D.47.
  - L—to Lockerbie branch signal D.48.
  - Right-hand miniature yellow signals—to Lockerbie branch siding.
- D.47 Down main starting.

### Running Signals—Continued.

#### Castle Douglas Branch.

##### Dumfries Station.

- D.40 Distant for signal D.44.  
 D.44 To signal D.50.  
 D.50 Main or calling-on signal with route indicator reading:—  
     U—to Up main.  
     2—to No. 2 bay.  
     1—to No. 1 bay.  
 D.45 Down Castle Douglas branch starting.

#### Lockerbie Branch.

##### Dumfries Station.

- D.41 Distant for signal D.43.  
 D.43 Main signal—to signal D.56.  
     Left-hand miniature yellow—to branch siding (worked from the goods yard ground frame).  
 D.53 From branch siding.  
     Main signal with route indicator reading:—  
         U—to Up main signal D.77.  
         2—to No. 2 bay.  
         1—to No. 1 bay.  
     Subsidiary signal with route indicator reading:—  
         U—calling-on to Up main line (with letter "C").  
         R—to centre road.  
         3—to No. 3 platform (Down main line.)  
         2—calling-on to No. 2 bay (with letter "C").  
         1—calling-on to No. 1 bay (with letter "C").  
 D.56 From Lockerbie branch.  
     Main signal with route indicator reading:—  
         U—to Up main signal D.77.  
         2—to No. 2 bay.  
         1—to No. 1 bay.  
     Subsidiary signal with route indicator reading:—  
         U—calling-on to Up main line (with letter "C").  
         R—to centre road.  
         2—calling-on to No. 2 bay (with letter "C").  
         1—calling-on to No. 1 bay (with letter "C").  
 D.48 Up branch starting signal.

N.B. Subsidiary signal D.57 in advance must not be passed in "On" position.

## SHUNTING SIGNALS.

**Dumfries Station.**

- D.49 From Down Castle Douglas branch with route indicator reading:—  
 U—to Up main line.  
 B—to signal D.68 (Bay lines).  
 X—to signal D.52.
- D.52 From Down Castle Douglas branch with route indicator reading:—  
 D—to Down main signal D.58.  
 X—to signal D.60.  
 C—to Carriage sidings.
- D.57 From Lockerbie branch with route indicator reading:—  
 U—to Up main line.  
 R—to centre road.  
 3—to No. 3 platform (Down main line).  
 2—to No. 2 bay.  
 1—to No. 1 bay.  
**N.B. This signal must be considered as a stop signal applicable to Down through trains.**
- D.58 From Down main with route indicator reading:—  
 U—to Up main line.  
 R—to centre road.  
 3—to No. 3 platform (Down main line).  
 2—to No. 2 bay.  
 1—to No. 1 bay.
- D.59 Carriage siding to Down Castle Douglas branch (the normal aspect of this signal is yellow and white lights).
- D.60 Top signal—to No. 2 bay.  
 Bottom signal—to No. 1 bay.
- D.68 To No. 1 or No. 2 bays.
- D.69 From Up main line }  
 D.73 From centre road } each with route indicator reading:—  
 D—to Down Castle Douglas branch.  
 M—to Down main line.  
 L—to Lockerbie branch.  
 B—to Lockerbie branch siding.
- D.74 Top signal—to Up main line or along Down main line to signal D.82.  
 Bottom signal—to Workshop sidings (also controlled from Down sidings ground frame).
- D.75 Centre road to Up main line.
- D.78 Workshop sidings to Down main line (also controlled from Down sidings ground frame).

**Shunting Signals—Continued.****Dumfries Station—Continued**

- D.81 From up main line with route indicator reading:—  
 D—to Down main line.  
 R—to centre road.  
 X—along Up main line.
- D.82 From Down main line with route indicator reading:—  
 U—to Up main line.  
 D—along Down main line.  
 Y—to Down departure siding.
- D.84 Engine shed to Up main line.
- D.93 From Up main line with route indicator reading:—  
 D—to Down main line.  
 X—along Up main line.  
 E—to Engine shed.

**Dumfries South.**

- DS.2 Up sidings to Up main line.  
 DS.4 Up main line to Up sidings inner.  
 DS.5 Up main line to Up sidings outer.  
 DS.9 Up departure siding to Up main line.  
 DS.12 From Down reception siding.  
 DS.13 To Down reception siding.  
 DS.14 From Eastfield sidings.  
 DS.16 To Eastfield sidings.  
 DS.20 From Down sidings.  
 DS.21 Down main line to Up main line.  
 DS.30 Up main line to Down sidings.  
 DS.31 Up main line to Down main line.  
 DS.32 Along Down main line to "Limit of shunt" indicator.

**GROUND FRAME ARRANGEMENTS.**

Ground frames controlling points and signals, as shown on the attached diagram, will be provided at the following locations:—

**Down sidings. (4 levers.)**

Outside the Down sidings at the south end of the station. This frame will be electrically controlled from Dumfries Station box.

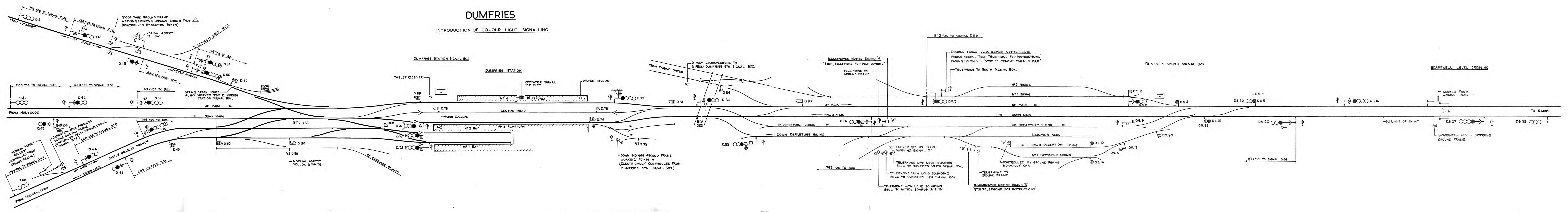
**Lockerbie branch—St. Mary's goods yard. (4 levers.)**

On the Down side of the single line adjacent to the single line facing points of the new connection to the goods yard. This frame will be controlled by the single line section token.

An auxiliary token instrument with telephone to Dumfries Station box will be provided in the ground frame hut to enable trains to be "Shut in" in the sidings.

# DUMFRIES

## INTRODUCTION OF COLOUR LIGHT SIGNALLING



### EXPLANATION OF SYMBOLS

