

B.R. 31015/5



For information of Railway Staff only

# **SPECIAL NOTICE**

**PERMANENT WAY & SIGNALLING  
ARRANGEMENTS**

**BALLOCH, CROFTENGEA  
and ALEXANDRIA  
RESIGNALLING**

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

GLASGOW, 28th March 1960.

Chief Operating Superintendent.

# SIGNALLING RECORD SOCIETY

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**BALLOCH PIER, BALLOCH CENTRAL, FORTH & CLYDE JUNCTION,  
CROFTENGEA, ALEXANDRIA, RENTON AND DALQUHURN BOXES.**

**SATURDAY, SUNDAY AND MONDAY, 2nd, 3rd and 4th APRIL.**

Commencing at 10-0 a.m. at Balloch Pier, 2-0 p.m. at Balloch Central and Croftengea, and 10-0 p.m. at Alexandria, on Saturday, 2nd April, all points and signals will be disconnected and drivers hand-signalled as necessary until completion of the work about 5-0 a.m. on Monday, 4th April.

On completion of the work the new and altered signalling shown on the accompanying diagram and described below will be brought into use :—

**DESCRIPTION OF SCHEME.**

Balloch Pier, Forth & Clyde Junction, Renton and Dalquhurn signal boxes will be dispensed with. Balloch Central box will be replaced by a new box on the Down side of the line opposite the existing box, renamed Balloch, and will control all points and signals within the area at present covered by Balloch Pier. Balloch Central and Forth & Clyde Junction boxes including the level crossing gates with the exception of the facing connection between the Up line and Jamestown branch.

All running signals will be of the colour light type and the subsidiary signals will be of the position light type.

The ground shunting signals at Balloch will be of the position light type and those at Croftengea and Alexandria will be of the floodlit disc type.

**SIGNALLING ARRANGEMENTS.**

A description of the application of all new and altered signals shown on the accompanying diagram is as follows :—

**RUNNING SIGNALS.**

**Up Main Line.**

**Balloch.**

<i>No.</i>	<i>Application.</i>
BH.45	Main platform to signal BH.29.
BH.46	Bay platform to signal BH.29.
BH.29	Main signal—to signal BH.25.
	Subsidiary signal—Shunt along Up main.
BH.25	To signal BH.23.
BH.26	Down line to signal BH.23.
BH.23	Main signal—to signal CG.35.
	Left-hand miniature yellow—to Jamestown branch.

**Croftengea.**

CG.35	To signal AX.32.
(Semi-automatic signal)	(The telephone at this signal will be connected to Alexandria box when Croftengea is closed.)

**Alexandria.**

AX.32	To signal AX.31.
AX.31	Main signal—to signal AX.30.
	Left-hand miniature yellow—Up main to Up siding.
AX.30	Up starting signal.

**Down Main Line.****Alexandria.**

<i>No.</i>	<i>Application.</i>
AX.25R	Distant for signal AX.25.
AX.25	To signal AX.26.
AX.26R	Distant for signal AX.26 (also acts as outer distant for signal CG.38).
AX.26	To signal CG.38.

**Croftengea.**

CG.38	To signal CG.37. (The telephone at this signal will be connected to Alexandria box when Croftengea is closed.)
CG.37 (Semi-automatic signal)	To signal BH.21. (The telephone at this signal will be connected to Balloch box when Croftengea is closed.)

**Balloch**

BH.21	To signal BH.30.
BH.30	Main and calling-on signal with route indicator reading :— B—to Bay platform. M—to Main platform.

**SHUNTING SIGNALS.****Alexandria.**

AX.5	Up south sidings to Up main shunt limit (normal aspect, yellow).
AX.6	Up South sidings to Down main (normal aspect, yellow).
AX.11	Up main to Down main.
AX.13	Down main to Up south sidings.
AX.14	Down main to Up main.
AX.15	Back along Down main.
AX.17	Down siding to Down main.
AX.19	Down main to Down siding.
AX.20	Back along Down main to signals AX.13/14/15.

**Croftengea.**

CG.2	Down main to Admiralty sidings.
CG.4	Admiralty sidings to Down main.
CG.5	Back along Down main to signals CG.6 and 11.
CG.6	Down main to Up sidings.
CG.8	Up sidings to Down main (normal aspect, yellow).
CG.11	Back along Down main to signals CG.12 and 20.
CG.12	Down main to Up main.
CG.14	Up main to Down main.
CG.15	Back along Up main to signal CG.14.
CG.16	Up sidings to Up main.
CG.18	Up main to Up sidings.
CG.20	Back along Down main to signals CG.21 and 22.
CG.21	Back along Down main.
CG.22	Down main to Down sidings.
CG.24	Down sidings to Down main.

**Balloch**

<i>No.</i>	<i>Application.</i>
BH.24	Top signal—Up main to Down main. Bottom signal—Back along Up main to signal BH.27.
BH.27	Up main to Up sidings.
BH.28	Up sidings to Up main (normal aspect, yellow).
BH.31	From engine siding with route indicator reading :— T—to Turntable siding. B—to Bay platform. M—to Main platform.
BH.32	Turntable siding to engine siding.
BH.34	Down main to engine siding.
BH.37	From Up main line with route indicator reading :— B—to Bay platform. M—to Main platform. 1—to No. 1 carriage siding.
BH.38	From Up sidings with route indicator reading :— B—to Bay platform. M—to Main platform. 1—to No. 1 carriage siding. 2—to No. 2 carriage siding.
BH.40	No. 2 carriage siding to Up sidings.
BH.42	Top signal—No. 1 carriage siding to Up sidings. Bottom signal—No. 1 carriage siding to Up main.
BH.45	Top signal—Main platform to Up sidings. Bottom signal—Main platform to signal BH.34.
BH.46	Top signal—Bay platform to Up sidings. Bottom signal—Bay platform to signal BH.34.

**GROUND FRAME ARRANGEMENTS.****Dalquhurn.**

A new 5-lever ground frame, electrically controlled from Alexandria box, will be provided controlling the main line crossover, trailing connection between Up main and Up sidings and the outlet signal from Up sidings. The crossover between the Up and Down main lines will be temporarily taken out of use until further notice and secured in the normal position.

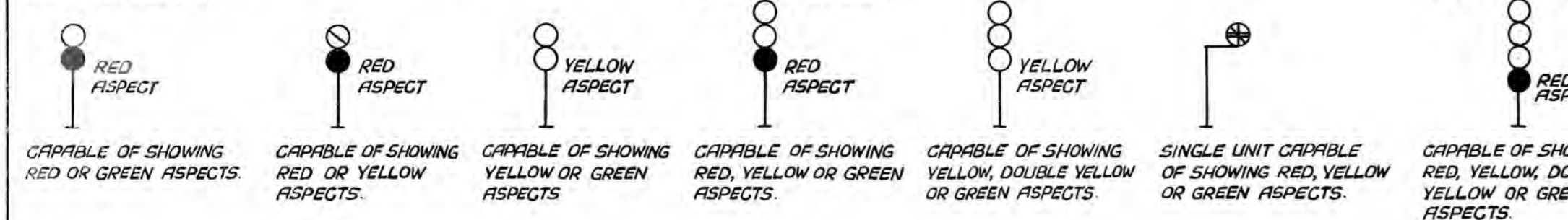
**Renton.**

A new track circuit controlled 2-lever ground frame will be provided controlling the trailing connection between Up main and Up sidings.

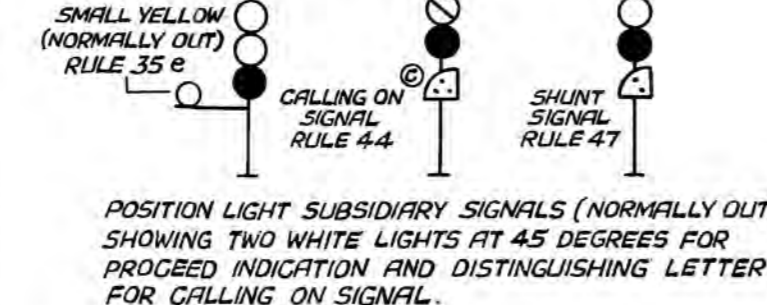
**Forth and Clyde Junction.**

A new 5-lever ground frame, electrically controlled from Balloch box, will be provided controlling the facing connection between Up main and the Jamestown branch together with the outlet semaphore signal and the left-hand miniature yellow signal on signal BH.23. The former signal will also be controlled from Balloch signal box.

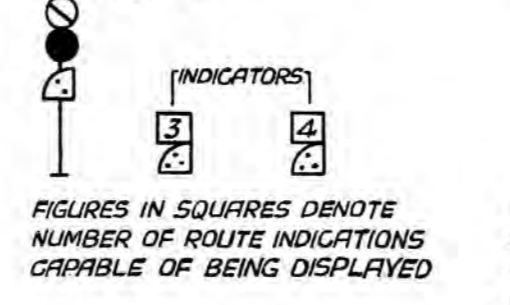
**MAIN LINE COLOUR LIGHT SIGNALS**



**SUBSIDIARY SIGNALS**



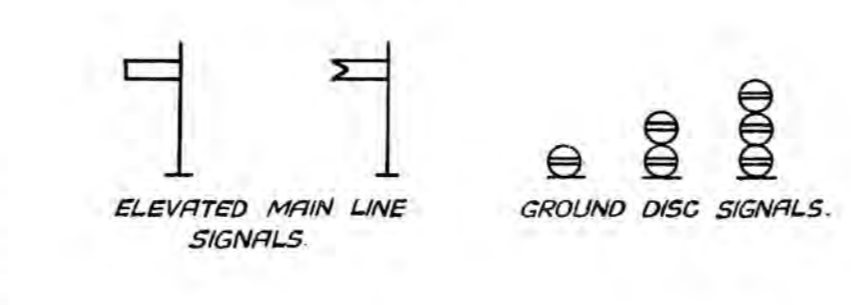
**ROUTE INDICATORS**



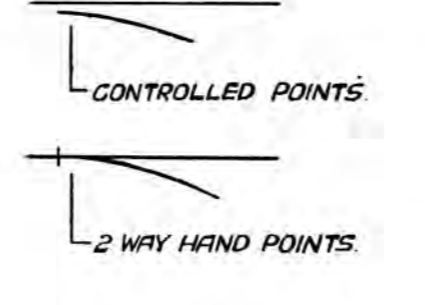
**POSITION LIGHT GROUND SIGNAL**



**MECHANICAL SIGNALS**



**POINTS**



**RULE 55 SIGNS**



**OTHER SYMBOLS**



**EXPLANATION OF SYMBOLS**

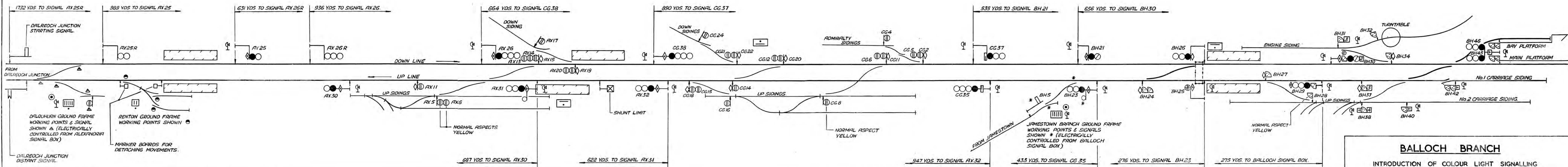
**RENTON STATION**

**ALEXANDRIA SIGNAL BOX AND STATION**

**CROFTENGEA SIGNAL BOX**

**BALLOCH SIGNAL BOX AND STATION**

**BALLOCH PIER STATION**



**BALLOCH BRANCH**  
INTRODUCTION OF COLOUR LIGHT SIGNALLING