



For information of Railway Staff only

# **SPECIAL NOTICE**

**PERMANENT WAY & SIGNALLING  
ARRANGEMENTS**

## **DUMBARTON**

### **RESIGNALLING**

#### **STAGE 2**

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

**GLASGOW, 20th February, 1961**

**G. L. NICHOLSON,**  
*Traffic Manager.*

# SIGNALLING RECORD SOCIETY

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## DUMBERTON—RESIGNALLING.

### OPENING ARRANGEMENTS.

In accordance with details which will be shown in Section "B" of S.W. Notice No. 8, the new and altered signalling shown on the accompanying diagram and described herein will be introduced at approximately 5.0 a.m. on Monday, 27th February, 1961.

### DESCRIPTION OF SCHEME.

Dumbarton East Jn., Dumbarton Central, Dumbarton West and Dalreoch Jn. boxes will be dispensed with and all points and signals in the area at present covered by these boxes will be controlled from the new Dumbarton signal box or from ground frames electrically controlled from that box.

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

The ground shunting signals will also be of the position light type.

The Up and Down lines between Cardross, Alexandria, Dumbarton and Bowling Station boxes will be worked under Track Circuit Block Regulations.

### SIGNALLING ARRANGEMENTS.

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

#### RUNNING SIGNALS.

##### Up Helensburgh line.

No.	Application.
D.1R (Existing I.B. distant for Cardross)	Distant for signal D.1.
D.1 (Existing I.B. home for Cardross now automatic signal)	To signal D.3.
D.3R	Distant for signal D.3.
D.3	To signal D.13.
D.13	Main signal—to signal D.15. Subsidiary signal—shunt along Up main.

##### Up Balloch Line.

D.5R	Distant for signal D.5.
D.5 (semi-auto signal)	To signal D.7.
D.7R	Distant for signal D.7.
D.7	To signal D.11.
D.11	To signal D.15.

## RUNNING SIGNALS—continued.

### Up Main Line.

No.	Aspect	Route indication where provided	Application
D.15	Main	Left-hand junction indicator	To signal D.29.
	Sub. "C"	Left-hand junction indicator	To Up passenger loop.
	Sub.	Left-hand junction indicator.	To Up passenger loop.
	Main	—	To signal D.31.
	Sub. "C"	—	To Up main.
	Sub.	—	To Up main.
	Main	Right-hand junction indicator	To signal D.33.
	Sub. "C"	Right-hand junction indicator	To Down passenger loop.
	Sub.	Right-hand junction indicator	To Down passenger loop.
	Right-hand min. yellow	—	To Up and Down goods loop.
	Sub.	DX	To Down main.

No.	Application.
D.29	Main signal—to signal D.41. Subsidiary signal—shunt to Up main.
D.31	Main signal—to signal D.41. Subsidiary signal—shunt to Up main.
D.33	Main signal—to signal D.41. Subsidiary signal with route indications:— U—shunt to Up main. DX—back along Down main to signal D.42.
D.41	Main signal—to signal D.57. Subsidiary signal—shunt along Up main.

### Down Main Line.

D.50	Main signal—to signal D.34. Subsidiary signal—shunt along Down main. Left-hand miniature yellow with route indications:— Y—to Central goods yard or Down West sidings. L—to Up and Down goods loop.
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**RUNNING SIGNALS—continued.****Down Main Line—continued.**

No.	Aspect	Route indication where provided	Application
D.34	Main	Left-hand junction indicator	To signal D.22.
	Sub. " C "	Left-hand junction indicator	To Down passenger loop.
	Sub.	Left-hand junction indicator	To Down passenger loop.
	Main	—	To signal D.20.
	Sub. " C "	—	To Down main.
	Sub.	—	To Down main.
	Left-hand min. yellow	—	To Up and Down goods loop.

No.	Application.
D.22	Main signal—to signal D.12. Subsidiary signal with route indications:— D—shunt along Down main. UX—shunt to Up main.
D.20	Main signal—to signal D.12. Subsidiary signal with route indications:— D—shunt along Down main. UX—shunt to Up main.
D.12	Main signal (no indication)—to signal D.2. Main signal (right-hand junction indicator)—to signal D.4.

**Down Helensburgh Line.**

No.	Application.
DR.2.	Repeater for signal D.2.
D.2	Down starting signal.
(existing Dalreoch Jn. starting signal)	

**Down Balloch Line.**

D.4	Down starting signal.
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The driver of a train conveying passengers must not pass signal D.15 or D.34 at danger in response to a subsidiary position light signal mounted underneath showing 2 white lights unless the calling-on indication " C " is also given. If 2 white lights without a " C " are displayed the driver must advise the signalman of the position, by telephone, and obtain authority to proceed.

## SHUNTING SIGNALS.

<i>No.</i>	<i>Application.</i>
D.14	Up main to Up Balloch line.
D.16	Top signal—Up West refuge siding to Up passenger loop. Bottom signal—Up West refuge siding to Up main.
D.17	Top signal—Up passenger loop to Up main. Bottom signal—Up passenger loop to Up West refuge siding.
D.18	Top signal—back along Up main Bottom signal—Up main to Up West refuge siding.
D.19	From Down main with route indications:— DX—back along Down main. DL—to Down passenger loop. L—to Up and Down goods loop.
D.21	Top signal—Up and Down goods loop to Down main. Bottom signal—Up and Down goods loop to Up main.
D.23	Along Up and Down goods loop.
D.28	Top signal—Down main to Up main. Bottom signal—back along Down main.
D.30	From Up and Down goods loop with route indications:— U—to Up main. X—to Down main. L—Along Up and Down goods loop.
D.32	Along Up and Down goods loop.
D.35	From Up main with route indications:— L—to Up and Down goods loop. DL—to Down passenger loop. DM—to Down main. UM—back along Up main. UL—to Up passenger loop.
D.42	Top signal—back along Down main. Bottom signal—Down main to Up and Down goods loop.
D.43	Along Up and Down goods loop.
D.44	From Up and Down goods loop with route indications:— U—to Up main. L—along Up and Down goods loop. S—to Down east sidings.



**SHUNTING SIGNALS—continued.**

<i>No.</i>	<i>Application.</i>
D.45	From Central goods yard and Down West sidings with route indications:— U—to Up main. L—to Up and Down goods loop. S—to Down East sidings.
D.46	Down main to Up main.
D.47	From Down East sidings with route indications:— Y—to Central goods yard or Down West sidings. L—to Up and Down goods loop. D—to Down main.
D.48	From Up and Down goods loop with route indications:— Y—to Central goods yard or Down West sidings. L—along Up and Down goods loop. D—to Down main.
D.49	Up East refuge siding to Up main.
D.51	From Up main with route indications:— Y—to Central goods yard or Down West sidings. L—to Up and Down goods loop. D—to Down main. X—back along Up main. R—to Up East refuge siding.

**GROUND FRAME ARRANGEMENTS.**

New and altered ground frames controlling points and signals as shown on the accompanying diagram will be provided as described below, electrically controlled from the new signal box.

**Mineral Depot (Dumbarton Central).**

A two-lever ground frame to operate the connection between Up and Down goods loop and the Mineral Depot.

**Denny's siding (Dumbarton Central).**

A three-lever ground frame to operate the connection between the Up and Down goods loop and Denny's siding together with the shunt signal applying from the siding to Up and Down goods loop.

**Dalreoch Station Sidings.**

A four-lever ground frame to operate the connection between the Down Helensburgh line and the station sidings and the trailing crossover between the Up and Down Helensburgh lines.

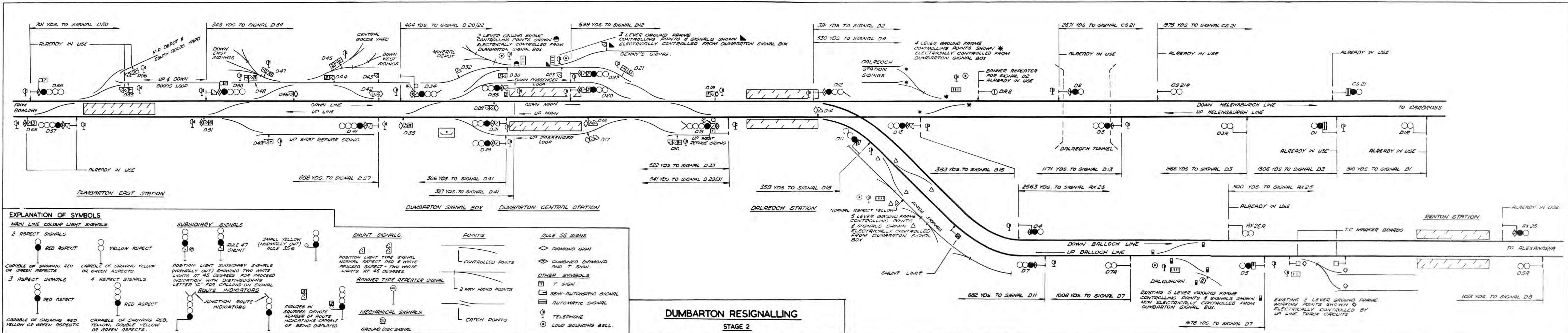
**Forge Sidings (Dalreoch).**

A five-lever ground frame to operate the connection between the Up Balloch line and the Forge siding and the trailing crossover between the Up and Down Balloch lines together with the shunt signal applying from Forge sidings to Up Balloch line.

**Dalquhurn.**

The trailing crossover between the Up and Down main lines will be brought back into use and operated from the existing ground frame which will be electrically controlled from Dumbarton box.





**EXPLANATION OF SYMBOLS**

**MAIN LINE COLOUR LIGHT SIGNALS**

**2 ASPECT SIGNALS**

- RED ASPECT (Capable of showing red or green aspects)
- YELLOW ASPECT (Capable of showing yellow or green aspects)

**3 ASPECT SIGNALS**

- RED ASPECT (Capable of showing red, yellow or green aspects)

**4 ASPECT SIGNALS**

- RED ASPECT (Capable of showing red, yellow, double yellow or green aspects)

**SUBSIDIARY SIGNALS**

- RULE 47 SHUNT (Position light subsidiary signals normally out showing two white lights at 45 degrees for proceed indication with distinguishing letter 'C' for calling-on signal)
- RULE 35c (Small yellow normally out)
- ROUTE INDICATORS (JUNCTION ROUTE INDICATORS)
- FIGURES IN SQUARES DENOTE NUMBER OF ROUTE INDICATIONS CAPABLE OF BEING DISPLAYED

**SHUNT SIGNALS**

- POSITION LIGHT TYPE SIGNAL (Normal aspect red & white proceed aspect - two white lights at 45 degrees)
- BANNER TYPE REPEATER SIGNAL
- MECHANICAL SIGNALS
- GROUND DISC SIGNAL

**POINTS**

- CONTROLLED POINTS
- 2 WAY HAND POINTS
- CATCH POINTS

**RULE 55 SIGNS**

- DIAMOND SIGN
- COMBINED DIAMOND AND T SIGN

**OTHER SYMBOLS**

- T SIGN
- SEMI-AUTOMATIC SIGNAL
- AUTOMATIC SIGNAL
- TELEPHONE
- LOW SOUNDING BELL

**DUMBARTON RESIGNALLING**  
STAGE 2