



SCOTTISH REGION

SPECIAL NOTICE

**PERMANENT WAY AND
SIGNALLING ARRANGEMENTS**

**BARASSIE
RE-SIGNALLING**

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**22 OCTOBER, 1982
GLASGOW**

**C.E.W. GREEN
Chief Operating Manager**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BARASSIE RESIGNALLING

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein, will be brought into use in **Four** stages. The details of each stage will be shown in Section 'C' of the appropriate SW Weekly Notice and introduced as follows:—

- Stage 1 — 15 November, 1982**
- Stage 2 — 28 November, 1982**
- Stage 3 — 5 December, 1982**
- Stage 4 — 12 December, 1982**

DESCRIPTION OF SCHEME

Stage 1 — 15 November, 1982

Barassie Junction and Lochgreen Junction boxes will be closed and the area formerly controlled by these boxes will now be controlled from a new box named **Barassie** situated in the cress of the single line from Kilmarnock, on the Paisley side of overbridge No. 26B.

The Down and Up main lines between Lochgreen Junction and Barassie Junction will be put out of use and the Down and Up loop lines redesignated Down and Up main lines.

A portion of the former main lines will be retained at the Barassie end and designated Up Sidings but will not be brought into use until a later stage.

No route will be available, at this stage, from signal B.271, on the Up main, to the new Up passenger loop.

Nomenclature of Junctions

The junction between the single line from Kilmarnock and the Down and Up main lines will be known as **Barassie Junction**.

Method of Working

Absolute Block working will apply as follows:—

- (i) Between Prestwick box and signal B.286 on the Down line and signal B.291 and Prestwick box on the Up line;
- (ii) Between signal B.262 and Irvine box on the Down line and Irvine box and signal B.267 on the Up line.

Track Circuit Block working will apply over the rest of the running lines controlled by Barassie box.

The single line to and from Kilmarnock will continue to be worked in accordance with the **Scottish Region Tokenless Block System**.

The following signals **will not** be fully commissioned at this stage:—

Line	Signal No.	Route(s) NOT provided
Up Main	B.271	To Up passenger loop Towards Up sidings
Branch single line	B.275	Towards Up sidings
	809	Towards Up main
Up sidings	807	All routes

DESCRIPTION OF SCHEME – continued**Method of Working – continued****Stage 2 – 28 November, 1982**

A portion of the Down and Up main lines, adjacent to the new box will be slued, for a distance of approx. 450 yards towards Troon, to a new alignment over the site of the former Barassie Junction box.

Stage 3 – 5 December, 1982

The facing connection, No.98, Up main to branch single line, will be brought into use together with the junction indicator associated with Up main Signal, B.271.

Ground position light signal, 809, and associated route indicator will be repositioned 25 yards nearer the box, application now as detailed herein.

Stage 4 – 12 December, 1982

The Up sidings will be connected to the branch single line by a connection, No.99.

Ground position light signal 807 and associated route indicator will be brought into use together with subsidiary aspects of signals B.271 and B.275, application as detailed herein.

SIGNALLING ARRANGEMENTS

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

Signal prefix letter	Controlled from
B	Barassie
P	Prestwick

The application of all running signals, with the exception of those detailed herein, is to the next running signal.

RUNNING SIGNALS

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Main			
P.21 RR	Main	—	Outer distant for P.21
P.21 R	Main	—	Inner distant for P.21
P.21	Main (Up Intermediate Block Home signal)	—	to B.286
B.286	Main Main	— junction indicator	to B.278 to B.276
B.278	Main Main	— junction indicator	to B.268 to B.274
B.262	Main	—	to Irvine Down home 1 signal
Up Main			
B.267 RR	Main	—	Outer distant for B.267
B.267 R	Main	—	Inner distant for B.267
B.271	Main Main Draw ahead	— junction indicator —	to B.281 to B.283 towards Up sidings
B.291	Main	—	to Prestwick Up home signal

RUNNING SIGNALS – continued

Signal No.	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Goods Loop			
B.276	Main Main	– junction indicator	to B.268 to B.274
Up Passenger Loop			
B.283	Main	–	to B.285
Branch Single line			
B.273 R	Main	–	Distant for B.273
B.273	Main	–	to B.275
B.275	Main Main Draw ahead	– junction indicator –	to B.281 to B.283 towards Up sidings
B.274	Main	–	to Kilmamock signal K.74

SHUNTING SIGNALS

Signal No.	Route indication where provided	Application	
		From	Towards
804	–	Down main	Up main
805	–	Up main	Down main
807	M B	Up sidings	Up Main Branch single line.
* 809	M B	Branch single line	Up Main Branch single line
* This signal will also exhibit a proceed aspect when the main signal route from B.278 to B.274 or, B.276 to B.274, is cleared.			
∅ 813	–	Branch single line	Up Main or Up passenger loop
∅ This signal will also exhibit a proceed aspect when the main signal route from B.271 to B.283 or, B.275 to B.281 or B.283, is cleared.			
815	–	Up passenger loop	809
817	–	Up main	809 (via 103 crossover) or Up passenger loop

AWS EQUIPMENT

With the exception of the Down goods loop and Up passenger loop, AWS track equipment is provided throughout the area in accordance with standard arrangements.

SIGNAL POST TELEPHONES

Although not shown on the accompanying diagram, the following telephone signs are provided, where applicable, in accordance with Regional practice.



