



## **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)**

**November, 1991  
GLASGOW**

**S. B. LANE  
OPERATIONS MANAGER, SCOTRAIL**

# 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 a date to be advised in the Weekly Operating Notice.

### 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.

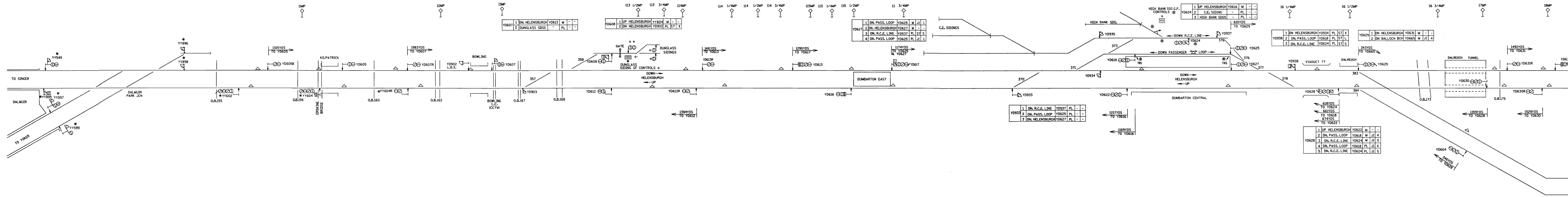
Telephones with St. Andrew's Cross signs will be provided in accordance with regional practice.

**PERMANENT SPEED RESTRICTION WARNING INDICATORS (RULE BOOK, APPENDIX 2)**

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

<i>Line</i>	<i>Existing Location</i>	<i>New Location</i>
Down Helensburgh	300 yards before reaching existing signal D34 (between Dumbarton East and Dumbarton Central stations)	400 yards nearer Dumbarton Central station
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.



YD607	1	DN. HELENSBURGH	YD613	M	-	-
	2	DUNGLASS SDGS	-	PL	-	-

YD608	1	UP HELENSBURGH	YY604	M	-	-
	2	DN HELENSBURGH	YD902	PL	ST	X

YD617	1	DN. PASS. LOOP	YD625	M	JT	1
	2	DN. HELENSBURGH	YD627	M	-	-
	3	DN. R.C.E. LINE	YD937	PL	ST	S
	4	DN. PASS. LOOP	YD625	PL	JT	1

YD624	1	UP HELENSBURGH	YD616	M	-	-
	2	C.E. SIDING	-	PL	-	-
	3	HIGH BANK SDGS	-	PL	-	-

YD938	1	DN HELENSBURGH	YD934	PL	ST	X
	2	DN. PASS. LOOP	YD618	PL	ST	L
	3	DN. R.C.E. LINE	YD624	PL	ST	S

YD629	1	DN HELENSBURGH	YD631	M	-	-
	2	DN BALLOCH BCH	YD665	M	JT	4

YD933	1	DN. R.C.E. LINE	YD937	PL	-	-
	2	DN. PASS. LOOP	YD625	PL	-	-
	3	DN. HELENSBURGH	YD627	PL	-	-

YD628	1	UP HELENSBURGH	YD622	M	-	-
	2	DN. PASS. LOOP	YD618	M	JT	4
	3	DN. R.C.E. LINE	YD624	M	JT	5
	4	DN. PASS. LOOP	YD618	PL	JT	4
	5	DN. R.C.E. LINE	YD624	PL	JT	5

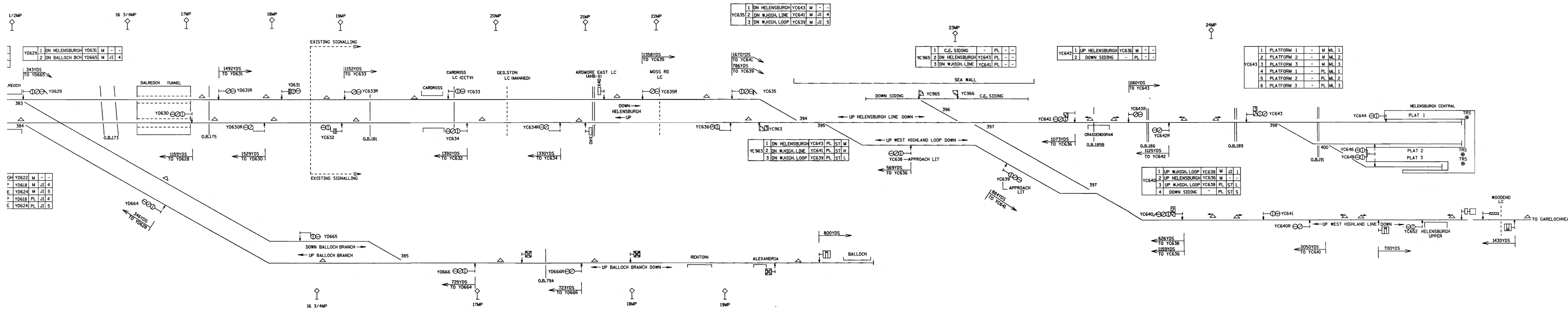
TO SINGER  
DALMUIR  
DALMUIR PARK JCN  
TO YOKER

DUMBARTON EAST

DUMBARTON CENTRAL

DALREOCH TUNNEL

YD631



### EXPLANATION OF SYMBOLS

- SIGNAL ASPECTS**
- GREEN ASPECT
  - YELLOW ASPECT
  - RED ASPECT
  - REFLECTORISED DISTANT BOARD
- ROUTE INDICATORS**
- JUNCTION TYPE (SEE RULE BOOK SECTION C)
  - NUMBER INDICATES NUMBER OF ROUTES 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 \*
- MISCELLANEOUS**
- AUTOMATIC SIGNAL
  - AWS
  - AWS ONLY OPERATIONAL IN THE DIRECTION OF TRAVEL
  - AWS OPERATIONAL IN BOTH DIRECTIONS
  - AWS CANCELLING INDICATOR
  - MILE POST
  - TRS 'TRAIN READY TO START' PLUNGER
  - DERAILER
  - GROUND FRAME
  - EXISTING SIGNALLING
  - LOOP CLEAR MARKER
  - NOTICE BOARD (RET)
- POSITION LIGHT SIGNALS**
- POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT
  - GROUND POSITION LIGHT
  - NORMAL ASPECT
  - RED & WHITE HORIZONTAL LIGHTS
  - PROCEED ASPECT AT 45 DEGREES
  - 2 WHITE LIGHTS
  - LIMIT OF SHUNT (2 RED LIGHTS (SEE RULE BOOK SECT. C))
  - PROCEED ASPECT AT 45 DEGREES
  - 2 WHITE LIGHTS
- \*: 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