



## **SPECIAL NOTICE**

# **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

## **YOKER**

## **RESIGNALLING**

# **YOKER SIGNALLING CENTRE EXTENSION OF AREA OF CONTROL**

**(ELIMINATION OF BELLGROVE, PARKHEAD NORTH, SHETTLESTON,  
HEATHERYKNOWE, SUNNYSIDE JN. AND AIRDRIE BOXES)**

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

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

# 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 Sunday, 28 July, 1991.

### DESCRIPTION OF SCHEME

Bellgrove, Parkhead North, Shettleston, Heatheryknowe, Sunnyside Jn. and Airdrie boxes will be closed and Yoker Signalling Centre extended to cover the area previously controlled from these boxes.

The Up and Down main lines from Bellgrove to Airdrie will be designated Up and Down Airdrie lines.

The Up and Down branch lines from Bellgrove to Springburn will be designated Up and Down Springburn lines.

The Sunnyside Goods line between Sunnyside Jn. and Whifflet will be designated the Up and Down Whifflet single line.

### METHOD OF WORKING

The Track Circuit Block Regulations will apply throughout the extended area of control of Yoker Signalling Centre and on the lines to and from Sighthill Jn. signal box and Motherwell Signalling Centre.

The Regulations for One Train Working on Single Lines where a Train Staff is not provided will apply on the single goods line between Sunnyside Jn. and Gunnie Yard.

### SIGNALLING ARRANGEMENTS

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

Signals prefixed by the letters 'YS' will be controlled from Yoker Signalling Centre.

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:—

YF140 (Up City Union) now applies to YS214 (Up Airdrie)

YF142 (Down City Union) now applies to YS214 (Up Airdrie)

YF216 (Up Airdrie) now applies to YS214 (Up Airdrie)

YF796 (Down Airdrie) now applies towards YS214 (Up Airdrie)

S65 (Down Springburn) now applies to YS213 (Down Springburn)

M243 (Up Goods) now applies to YS163 (Down Whifflet)

M245 (Down Goods) now applies to YS163 (Down Whifflet)

**NOTE:**

The undernoted signalling alterations will be carried out in association with the above arrangements at the locations shown.

The existing signals detailed below will be renumbered as shown.

**AIRDRIE**

Signal AD46 (platform 2) will be renumbered YS155.

**SHETTLESTON**

Up Airdrie elevated position light signal SH5 will be renumbered YS765 and a 3-way stencil route indicator provided.

Ground position light signal SH63 (workshops sidings) will be renumbered YS774.

Ground position light signal SH74 (Down Airdrie) will be renumbered YS776.

Signal SH91 and associated offset position light aspect, SH90 (Up Airdrie) will be renumbered YS196.

The existing C.E. sidings and Workshops ground frames will now be controlled from Yoker Signalling Centre.

**BELLGROVE**

Signal BL86 (Up Airdrie) will be renewed on left of drivers at the same location and renumbered YS214.

Elevated position light signal BL786 (Down Airdrie) will be renumbered YS786.

Elevated position light signal BL785 (Up Airdrie) will be renumbered YS785.

Elevated position light signal BL783 (Up Springburn) will be renumbered YS783.

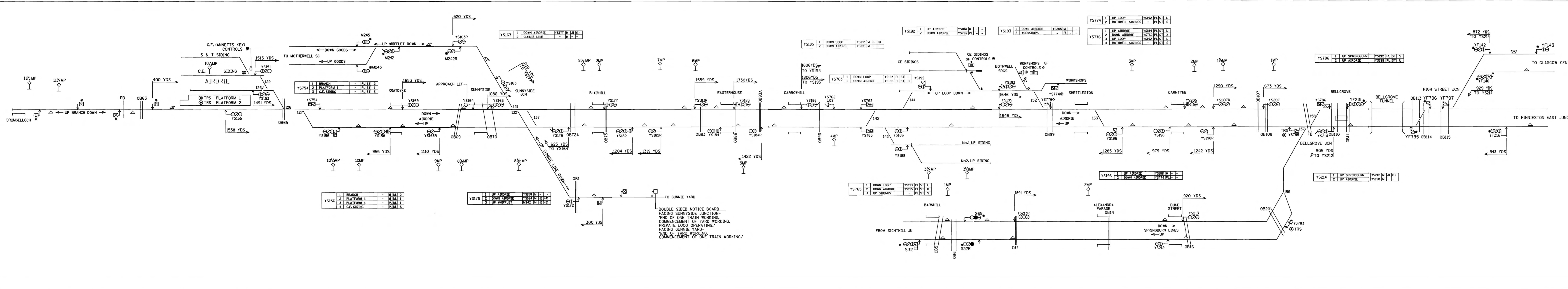
**AWS EQUIPMENT**

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.



### EXPLANATION OF SYMBOLS

**MAIN LINE COLOUR LIGHT SIGNAL**

- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊙ RED ASPECT
- ASPECT NOT IN USE

**POSITION LIGHT/SIGNALING SIGNALS**

- ⊙ POSITION LIGHT (NORMALLY OUT)
- ⊙ PROCEED ASPECT
- ⊙ 2 WHITE LIGHTS AT 45°

**ROUTE INDICATORS**

- ⊙ JUNCTION TYPE (SEE RULE BOOK SECT. C)
- ⊙ STENCIL TYPE
- ⊙ THEATRE TYPE

**POINTS**

- ⊙ CONTROLLED
- ⊙ HAND

**ROUTES OF CONTROLLED SIGNALS ARE SHOWN THUS:**

- SIGNAL NUMBER
- ROUTE NUMBER
- DESTINATION
- NO. OF SIGNAL AHEAD
- CLASS OF ASPECTS
- TYPE OF ROUTE INDICATION
- ROUTE INDICATION DISPLAYED \*1

**MISCELLANEOUS**

- ⊙ AUTOMATIC SIGNAL
- ⊙ AWS
- ⊙ AWS OPERATIONAL ONLY IN THE DIRECTION OF TRAVEL
- ⊙ AWS OPERATIONAL IN BOTH DIRECTIONS
- ⊙ MILE POST
- ⊙ GROUND FRAME
- ⊙ AWS CANCELLING INDICATOR
- ⊙ DOUBLE SIDED NOTICE BOARD
- ⊙ DERAILER
- ⊙ EXISTING SIGNALLING
- ⊙ TRS/TRAIN READY TO START/PLUNGER
- ⊙ SAND DRAG

**REFLECTORISED DISTANT BOARD**

**GROUND MOUNTED POSITION LIGHT**

**LIMIT OF SHUNT (SEE RULE BOOK SECT. C)**

**\*1 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**