



For information of Railway Staff only

SPECIAL NOTICE

**PERMANENT WAY & SIGNALLING
ARRANGEMENTS**

HYNDLAND RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 27th June, 1960.

G. L. NICHOLSON,
Traffic Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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, Richard Maund, Richard Pulleyn, Roger Newman 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 or other 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 [Archives](#) pages of the SRS Web Site.

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

**PARTICKHILL JUNCTION, WHITEINCH EAST JUNCTION,
WHITEINCH WEST JUNCTION AND KNIGHTSWOOD SOUTH
JUNCTION BOXES.**

**FRIDAY, SATURDAY, SUNDAY and MONDAY,
1st, 2nd, 3rd and 4th JULY.**

Commencing at 10.0 p.m. on Friday, 1st July, at Knightswood South Junction box, 9.0 a.m. on Saturday, 2nd July, at Whiteinch East and West Junction boxes, and 2.30 p.m. at Partickhill Junction box, 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 July.

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.

A new signal box to be known as Hyndland situated on the Down side of the line 203 yards on the west side of the present Partickhill Junction box will be brought into use to control the points and signals within the area formerly covered by the under-noted signal boxes which will be dispensed with:—

- Partickhill Junction.
- Whiteinch East Junction.
- Whiteinch West Junction.
- Knightswood South Junction.

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 Kelvinhaugh, Hyndland and Clydebank Dock Junction, between Hyndland and Westerton, and between Hyndland and Maryhill Park Junction will be worked by Track Circuit Block.

The existing Hyndland Station box will be temporarily retained and renamed "Hyndland (Old)" and the existing semaphore signals on the Hyndland branch will also be temporarily retained, with Absolute Block Working on the Up and Down lines between Hyndland (Old) and the new box. No. 1 and No. 2 Up goods independent lines between Whiteinch East Junction and Partickhill Junction boxes will be re-designated No. 1 Up and Down goods loop and No. 2 Up goods loop respectively.

PERMANENT WAY ALTERATIONS.

A new facing connection leading to a sand drag will be provided in the Up Hyndland branch line 8 yards after passing signal HY.7.

SPEED RESTRICTION.

A permanent speed restriction (details of which will be published as an amendment to the Sectional Appendix) will apply to all trains, other than Electric Multiple Unit trains, on the Up and Down main lines between Bellgrove station and Westerton (Maryhill branch junction).

PARTICKHILL JUNCTION, WHITEINCH EAST JUNCTION, WHITEINCH WEST JUNCTION AND KNIGHTSWOOD SOUTH JUNCTION BOXES.

**FRIDAY, SATURDAY, SUNDAY and MONDAY,
1st, 2nd, 3rd and 4th JULY.**

Commencing at 10.0 p.m. on Friday, 1st July, at Knightswood South Junction box, 9.0 a.m. on Saturday, 2nd July, at Whiteinch East and West Junction boxes, and 2.30 p.m. at Partickhill Junction box, 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 July.

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.

A new signal box to be known as Hyndland situated on the Down side of the line 203 yards on the west side of the present Partickhill Junction box will be brought into use to control the points and signals within the area formerly covered by the under-noted signal boxes which will be dispensed with:—

- Partickhill Junction.
- Whiteinch East Junction.
- Whiteinch West Junction.
- Knightswood South Junction.

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 Kelvinhaugh, Hyndland and Clydebank Dock Junction, between Hyndland and Westerton, and between Hyndland and Maryhill Park Junction will be worked by Track Circuit Block.

The existing Hyndland Station box will be temporarily retained and renamed "Hyndland (Old)" and the existing semaphore signals on the Hyndland branch will also be temporarily retained, with Absolute Block Working on the Up and Down lines between Hyndland (Old) and the new box. No. 1 and No. 2 Up goods independent lines between Whiteinch East Junction and Partickhill Junction boxes will be re-designated No. 1 Up and Down goods loop and No. 2 Up goods loop respectively.

PERMANENT WAY ALTERATIONS.

A new facing connection leading to a sand drag will be provided in the Up Hyndland branch line 8 yards after passing signal HY.7.

SPEED RESTRICTION.

A permanent speed restriction (details of which will be published as an amendment to the Sectional Appendix) will apply to all trains, other than Electric Multiple Unit trains, on the Up and Down main lines between Bellgrove station and Westerton (Maryhill branch junction).

SIGNALLING ARRANGEMENTS.

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

RUNNING SIGNALS.**Up main line.**

No.	Application.
HY.73 (formerly W.39)	To signal HY.69.
HY.69	To signal HY.59.
HY.59	To signal HY.57.
HY.57	Main signal (no indication) to signal HY.39.
HY.39	Main signal (right-hand junction indicator)—to signal HY.44. Main signal—to signal HY.31. Left-hand miniature yellow with route indications:— 2—To No. 2 Up goods loop. 1—To No. 1 Up and Down goods loop.
HY.31	To signal HY.19.
HY.19	Main signal—to signal HY.5. Subsidiary signal—shunt along Up main. Right-hand miniature yellow—to Partickhill goods yard.
HY.5	Main signal—to signal HY.1. Subsidiary signal—shunt along Up main.
HY.1	Starting signal.

Up Clydebank Line.

HY.49R	Distant for signal HY.49.
HY.49	To signal HY.47
HY.47	Main signal (no indication)—to signal HY.37. Main signal (left-hand junction indicator)—to signal HY.56. Subsidiary signal (no indication)—shunt along Up Clydebank Line. Subsidiary signal (left-hand junction indicator)—shunt along Up west curve.
HY.37	Main signal—to signal HY.31. Left-hand miniature yellow—to No. 1 Up and Down goods loop.

Up West Curve.

HY.56	To signal HY.58.
-------	------------------

Up Maryhill Line.

HY.77	Main signal—to signal HY.75 (also controlled as Up starting signal for Maryhill Park Junction box). Subsidiary signal (with distinguishing letter S)—Up Maryhill line shunt ahead.
HY.75	Main signal—to signal HY.71. Left-hand miniature yellow—to Anniesland Up goods loop.
HY.71	Main signal—to signal HY.59. Subsidiary signal—shunt along Up main.

Up Hyndland Branch.

HY.7	Main signal—to signal HY.1. Subsidiary signal—shunt along Up main.
------	---

Down Main Line.

<i>No.</i>	<i>Application.</i>
HY.2	To signal HY.4.
HY.4	To signal HY.6.
HY.6	Main signal (no indication)—to signal HY.32. Main signal (indication B)—to Down Hyndland branch. Subsidiary signal (no indication)—shunt along Down main. Right-hand miniature yellow (indication L)—to No. 1 Up and Down goods loop.
HY.32	To signal HY.36.
HY.36	Main signal (no indication)—to signal HY.42. Main signal (right-hand junction indicator)—to signal HY.54. Subsidiary signal (no indication)—shunt along Down Clydebank line. Subsidiary signal (right-hand junction indicator)—shunt along Down main.
HY.54	To signal HY.58.
HY.58	To signal HY.62.
HY.62	Main signal (no indication) to signal W.46. Main signal (right-hand junction indicator)—to signal MP.44. Left-hand miniature yellow—to Knightswood branch.
W.46	Starting signal (also controlled from Westerton box).

Down Clydebank Line.

HY.42	Main signal—to signal HY.50. Left-hand miniature yellow—to Whiteinch Park Depot arrival line.
HY.50	Starting signal.

Down West Curve.

HY.44	Main signal—to signal HY.50. Left-hand miniature yellow—to Whiteinch Park Depot arrival line.
-------	--

Down Maryhill Line.

MP.44	Starting signal (also controlled from Maryhill Park Jn. box).
-------	---

SHUNTING SIGNALS

<i>No.</i>	<i>Application.</i>
HY.3	From Up main with route indications:— M—to Down main. X—Back along Up main to signal HY.13. D—to Down branch.
HY.8	Down main to Up main.
HY.13	Top signal—Back along Up main to signal HY.18. Bottom signal—Up main to No. 1 Up and Down goods loop.
HY.14	No. 1 Up and Down goods loop to Up main.

<i>No.</i>	<i>Application.</i>
HY.15	From Partickhill goods yard with route indications:— S—to Down shunt spur. M—to Down main. L—to No. 1 Up and Down goods loop, No. 2 Up goods loop or Up yard.
HY.16	Top signal—along Down main to signal HY.8. Bottom signal—Down main to Partickhill goods yard.
HY.17	To Partickhill goods yard.
HY.18	Top signal—Up main to No. 1 Up and Down goods loop. Bottom signal—Up main to No. 2 Up goods loop or Up yard.
HY.20	Top signal—Along No. 1 Up and Down goods loop. Bottom signal—No. 1 Up and Down goods loop to No. 2 Up goods loop or Up yard.
HY.21	From No. 1 Up and Down goods loop with route indications:— L—Along No. 1 Up and Down goods loop. M—To Up main. Y—To Partickhill goods yard.
HY.22	Along No. 1 Up and Down goods loop.
HY.23	No. 2 Up goods loop to No. 1 Up and Down goods loop.
HY.33	Top signal—Up main to Down Clydebank line. Bottom signal—Up main to Down main.
HY.34	Top signal—No. 1 Up and Down goods loop to Down Clydebank line. Bottom signal—No. 1 Up and Down goods loop to Down main.
HY.35	Top signal—Down Clydebank line to No. 1 Up and Down goods loop. Bottom signal—Down Clydebank line to Up main.
HY.38	Top signal—Down main to No. 1 Up and Down goods loop. Bottom signal—Down main to Up main.
HY.43	Top signal—Up Clydebank line to Whiteinch Park Depot arrival line. Bottom signal—Up Clydebank line to Down Clydebank line.
HY.45	Top signal—Up West Curve to Whiteinch Park Depot arrival line. Bottom signal—Up West curve to Down Clydebank line.
HY.46	Top signal—Down Clydebank line to Up west curve. Bottom signal—Down Clydebank line to Up Clydebank Line.
HY.48	Top signal—Whiteinch Park Depot departure line to Up west curve. Bottom signal—Whiteinch Park Depot departure line to Up Clydebank line.
HY.60	Top signal—Back along Up main. Bottom signal—Up main to Anniesland Up goods loop.
HY.61	Top signal—Anniesland Up goods loop to Station siding. Bottom signal—Anniesland goods loop to Up main.

<i>No.</i>	<i>Application.</i>
HY.63	From Up main with route indications:— B—to Knightswood Branch. DM—to Down main. MP—to Down Maryhill line.
HY.64	Down main to Up main.
HY.68	Down sidings to Knightswood branch.
HY.70	Top signal—Knightswood branch to Down main. Bottom signal—Knightswood branch to Down sidings.
HY.74	Top signal—Anniesland Up goods loop to Down Maryhill line. Bottom signal—Anniesland Up goods loop to shunt spur.
HY.76	Top signal—Down Maryhill line to Anniesland Up goods loop. Bottom signal—Down Maryhill line to Up Maryhill Line.

Knightswood Branch.

A two sided illuminated notice board will be provided on left of drivers proceeding on to the branch 50 yards on the Knightswood side of the inlet point lettered:—
Facing Anniesland—" Commencement of Staff section."
Facing Knightswood—" End of Staff section."

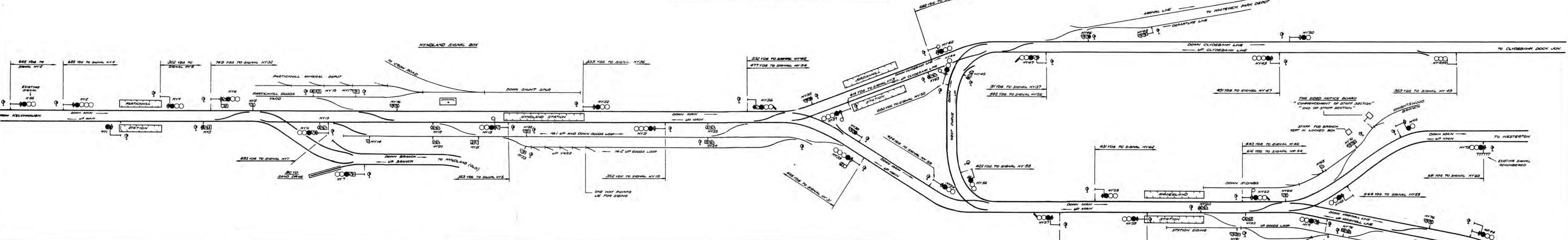
The branch train staff will normally be kept in a lockfast box adjacent to signal HY.70.

GROUND FRAME ARRANGEMENTS.

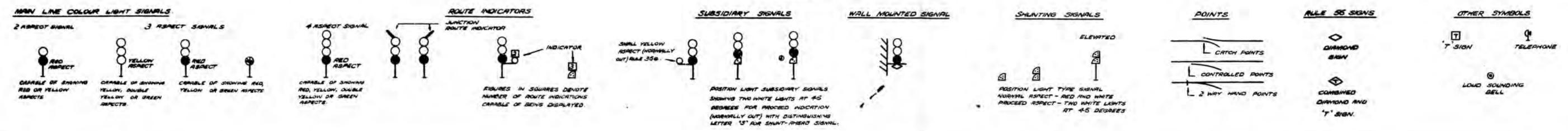
Anniesland Up goods loop.

A two-lever ground frame electrically controlled from Hyndland box, will be provided to operate the facing connection between Anniesland Up goods loop and goods yard.

**HYNDLAND
RE SIGNALLING**



EXPLANATION OF SYMBOLS.



2 LEVER GROUND FRAME WORKING POINTS SIGNAL * ELECTRICALLY CONTROLLED FROM HYNDLAND SIGNAL BOX.