



**BRITISH RAILWAYS**

**SCOTTISH REGION**

**For information of Railway Staff only**

## **SPECIAL NOTICE**

### **PERMANENT WAY & SIGNALLING ARRANGEMENTS**

#### **GOUROCK**

#### **RESIGNALLING**

**THIS NOTICE NEED NOT BE ACKNOWLEDGED**

**GLASGOW, 7th March, 1966.**

**J. G. URQUHART,**

**Divisional Manager.**

# SIGNALLING RECORD SOCIETY

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## GOUROCK RESIGNALLING

### OPENING ARRANGEMENTS.

The altered signalling and permanent way arrangements shown on the accompanying diagram and described herein will be introduced in two stages as follows:-

- (1) In accordance with details which will be shown in Section B of S.W. Notice No. 11, the first stage will be introduced at approximately 5.0am on Monday, 14th March, 1966.
- (2) Stage 2 will be brought into use on a date to be published later.

### DESCRIPTION OF SCHEME.

#### Stage 1

Gourock No. 1 box will be dispensed with, Gourock No. 2 box will be renamed Gourock and will control all points and signals in the area formerly covered by both boxes.

The altered block section will then be Fort Matilda/Gourock and the Absolute Block Regulations will apply on the lines between these boxes.

The arrangements shown on the diagram from signal GK.10 inclusive on the Down main to Gourock Station and from Gourock station to signal GK.26 inclusive on the Up Main will be brought into use at this stage.

Until stage 2 is introduced, the existing Down distant signal for Gourock No. 1 box will be retained as distant for signal GK.10 and the existing Up distant signal for Fort Matilda will be moved 217 yards nearer to the box.

#### Stage 2.

Fort Matilda box will be dispensed with and the remainder of the signals shown on the diagram will be brought into use. The altered block section will then be Greenock West/Gourock and the Track Circuit Block Regulations will apply on the lines between these boxes.

### PERMANENT WAY ALTERATIONS.

All the undernoted permanent way alterations at Gourock will be carried out in Stage 1.

The following will be removed:-

Goods sidings and a portion of line from Head shunt to carriage sidings.

One leg of each of the remaining two scissors crossings, as follows:-

No. 1 platform to head shunt  
Down main to Up main

A new facing connection, shown immediately ahead of signal GK.11, will be provided Down to Up main line.

### SIGNALLING ARRANGEMENTS.

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

Signals prefixed GK are operated from Gourock box  
Signals prefixed GW are operated from Greenock West box  
(A semaphore and several ground disc signals have been numbered for the purposes of this notice only).

#### Trains not completely within signals.

Referring to the General Appendix instruction - "On platform lines when an engine is ahead of the signal controlling the starting of trains owing to the length of the train, the driver must regard that signal as controlling his movement-" To assist drivers in this connection back indications are provided on the platform starting signal.

## RUNNING SIGNALS

### Up main

| No.    | Application.   |
|--------|--|
| GK.31  | Main signal - to signal GK.27.<br>Subsidiary signal with route indicator reading:-<br>U - to Up Main.<br>X - to Down main limit of shunt.<br>H - to Head shunt.    |
| GK.44. | Main signal - to signal GK.27.<br>Subsidiary signal with route indicator reading:-<br>T - to Through siding.<br>U - to Up main<br>X - to Down main limit of shunt. |
| GK.40  | Main signal - to signal GK.27.<br>Subsidiary signal - to signal GK.22.   |
| GK.38  | Main signal - to signal GK.27.<br>Subsidiary signal - to signal GK.22.   |
| GK.27  | To signal GK.26.   |
| GK.26  | To signal GW.4   |
| GW.4R  | Distant for signal GW.4  |
| GW.4   | To signal GW.5   |
| GW.5R  | Distant for signal GW.5  |
| GW.R.5 | Banner repeater for signal GW.5  |
| GW.5   | Greenock West starting signal, also distant for Greenock Central.  |

### Down main

|       |   |
|-------|---|
| GK.9R | Distant for signal GK.9   |
| GK.R9 | Banner repeater for signal GK.9   |
| GK.9  | To signal GK.10   |
| GK.10 | To signal GK.11   |
| GK.11 | Main or Subsidiary signal with route indicator reading:-<br>1 - to Platform 1<br>2 - to Platform 2<br>3 - to Platform 3<br>4 - to Platform 4<br>Subsidiary signal with route indicator reading:-<br>L - to Loading bank<br>S - to Carriage sidings. |

**SHUNTING SIGNALS**

- GK.3 From Up main with route indicator reading:—  
X — back along Up main  
T — to Through siding
- GK.5 From Through siding with route indicator reading:—  
T — along Through siding  
S — to Pier sidings
- GK.6 From Through siding with route indicator reading:—  
H — to Head shunt  
U — to Up main
- GK.8 From Pier sidings with route indicator reading:—  
H — to Headshunt  
U — to Up main
- GK.14 From Up main with route indicator reading:—  
1 — to Down main signals GK.49/50  
2 — to Platform 2  
3 — to Platform 3  
4 — to Platform 4  
L — to Loading bank
- GK.16 From Through siding with route indicator reading :—  
2 — to Platform 2  
3 — to Platform 3  
4 — to Platform 4  
L — to Loading bank  
S — to Up sidings
- GK.18 Up sidings to Through siding
- GK.22 From Platform lines with route indicator reading:—  
T — to Through siding  
U — to Up main

**SEMAPHORE AND GROUND DISC SIGNALS**

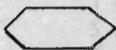
- GK.37 Loading bank to signal GK.22
- GK.47 Head shunt to Down main signals GK.49/50
- GK.49 Down main to Platform 1
- GK.50 Down main to Carriage sidings
- GK.53 Carriage sidings to Up main
- GK.54 Carriage sidings to Down main limit of shunt
- GK.55 Carriage sidings to Head shunt

**GROUND FRAME ARRANGEMENTS**

The trailing crossover between Up and Down main lines formerly controlled from Gourock No.1 box will be controlled by ground frame electrically released from Gourock Box.

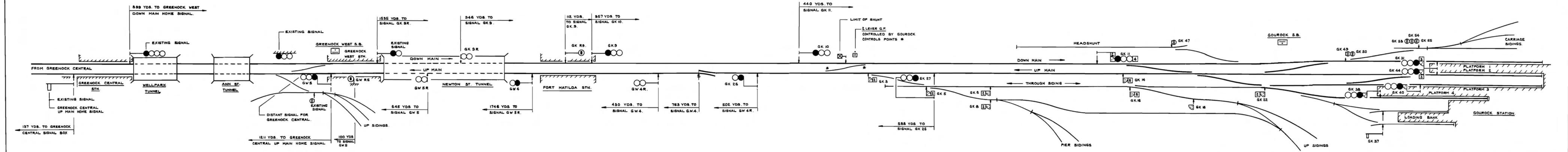
**Signal post signs**

Although not shown on the accompanying diagrams, the following signs are provided, where applicable, in accordance with Regional practice:—



With certain exceptions, signal telephones have been provided throughout the scheme.

**GOUROCK  
RE-SIGNALLING.**



**EXPLANATION OF SYMBOLS.**

|  |  |   |   |   |  |
|--|--|---|---|---|--|
| <p><b>BRACKET SIGNAL</b></p> <p>RED</p> <p>CAPABLE OF SHOWING RED OR YELLOW OR GREEN ASPECT.</p> | <p><b>MAIN LINE COLOUR LIGHT SIGNALS</b></p> <p><b>2 ASPECT</b></p> <p>RED</p> <p>CAPABLE OF SHOWING RED OR GREEN ASPECT</p> <p>YELLOW</p> <p>CAPABLE OF SHOWING YELLOW OR GREEN ASPECT</p> <p><b>3 ASPECT</b></p> <p>RED</p> <p>CAPABLE OF SHOWING RED OR YELLOW OR GREEN ASPECT</p> <p>WALL MOUNTED COLOUR LIGHT SIGNAL.</p> | <p><b>SUBSIDIARY SIGNALS.</b></p> <p>POSITION LIGHT (NORMALLY OUT) SHOWING TWO WHITE LIGHTS AT 45 DEGREES FOR PROCEED INDICATION.</p> <p>POSITION LIGHT SHOWING TWO HORIZONTAL LIGHTS RED AND WHITE FOR STOP INDICATION, AND TWO WHITE LIGHTS AT 45 DEGREES FOR PROCEED INDICATION.</p> | <p><b>ROUTE INDICATORS</b></p> <p>THEATRE TYPE</p> <p>STENCIL TYPE</p> <p>FIGURES IN SQUARE DENOTE NUMBER OF ROUTE INDICATIONS THAT MAY BE DISPLAYED.</p> | <p><b>POINTS</b></p> <p>CONTROLLED</p> <p>2 WAY HAND</p> <p>CATCH</p> | <p><b>MECHANICAL SIGNALS</b></p> <p>MAIN LINE</p> <p>MINIATURE ARM</p> <p><b>GROUND DISC SIGNALS</b></p> <p>GROUND DISC SIGNALS</p> <p>BANNER REPEATER SIGNAL.</p> |
|--|--|---|---|---|--|