

BRITISH RAILWAYS

SCOTTISH REGION

For Information of Railway Staff only

SPECIAL NOTICE

PERMANENT WAY & SIGNALLING ARRANGEMENTS

GLASGOW CENTRAL

EXTENSION OF AREA OF CONTROL

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 11th March, 1967

D. BEATTIE
Divisional Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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GLASGOW CENTRAL—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 in three stages. The details of each stage will be shown in Section B of the appropriate notice and introduced as follows:—

Stage 1 at approximately 06 45 on Sunday 19th March, 1967

Stage 2 at approximately 24 00 on Sunday 2nd April, 1967.

Stage 3 at a date to be published later.

DESCRIPTION OF SCHEME

Stage 1 (19-3-67)

The signals shown on sheet 2 of the diagram will be brought into use controlled from Ibrox Junction and Cardonald Junction signal boxes which will continue to operate their present layouts.

The block sections and methods of working will be as follows:—

Shields Junction No.2/Ibrox Junction—Sykes Lock and Block

Ibrox Junction/Cardonald Junction—Track Circuit Block

Cardonald Junction/Paisley—Track Circuit Block.

Signal G.551 will continue to be controlled by Shields Junction No.2 signal box. Position light signal G.554 will not come into operation until Stage 3.

Stage 2 (2-4-67)

Shields Junction No.1, Shields Junction No.2, Bellahouston No.3, Pollok Junction and Port Eglinton Junction signal boxes will be dispensed with and all points and signals within the area formerly covered by these signal boxes will be controlled from Glasgow Central signal box.

The block sections will be as follows and the Track Circuit Block Regulations will apply:—

Glasgow Central/Ibrox Junction

Glasgow Central/Corkerhill No.1

Glasgow Central/St. Enoch

Glasgow Central/Terminus Junction (Clydesdale lines)

The Up slow line between the former Shields Junction No.2 and Shields Junction No.1 signal boxes will be redesignated Up goods loop.

A new trailing crossover will be brought into use between the Up and Down Canal lines immediately in rear of signals G.518 and G.519 and a new facing connection will be provided from the Up Canal line to Shields Electric Traction Depot.

The Electric Traction Depot will be fully commissioned at a later date.

The facing trap points in the Up Clydesdale line will be removed.

Stage 3 (—)

Ibrox Junction and Cardonald Junction signal boxes will be dispensed with and the signals controlled therefrom will then be controlled from Glasgow Central signal box. St. Enoch and St. John's signal boxes will also be eliminated and the remaining area formerly controlled from these signal boxes will be controlled from High Street Junction signal box.

The block sections and method of working will be as follows:—

Glasgow Central/Paisley—Track Circuit Block

Glasgow Central/High Street Junction—Track Circuit Block

High Street Junction/Langside Junction—Track Circuit Block

With the exception of the junction to Langside all connections at St. Enoch will be removed.

No.12 siding at St. John's will be removed and No.11 siding redesignated Down loop.

The following alterations will be carried out at Langside Junction signal box:—

The facing and trailing overcrossings between the Up main line and South side sidings and the trailing connection between the Down main line and South side sidings together with all relative signals, will be removed.

SIGNALLING ARRANGEMENTS

The description of the application of all new and altered signals shown on the diagram is as shown below. All signals controlled from Glasgow Central are prefixed by letter G. While Ibrox Junction and Cardonald Junction boxes remain in operation the signals will bear the numbers shown but will also be temporarily prefixed I and C respectively. The signals controlled from High Street Junction are prefixed HS and from Terminus Junction TJ.

RUNNING SIGNALS (Sheet I)**Down main line**

No.	Application
G.509	To signal G.511
G.511	To signal G.541 (no indicator)
G.541	To signal G.523 (left hand junction indicator)
G.541	To signal G.551

Up main line

G.548	Main or subsidiary signal—to signal G.547
G.547	Main signal—to signal G.536
	Subsidiary signal with route indicator reading:—
	T – to Through siding
	L – to Up loop
	U – towards signal G.536
G.536	Main signal—to signal G.209 (no indicator)
	Main or subsidiary signal—to signal G.506
	(right hand junction indicator 1)
	Main or subsidiary signal – to signal TJ16
	(right hand junction indicator 2)
	Subsidiary signal with route indicator reading:—
	U – towards signal G.209

City Union line (from High Street Jn.)

HS.141	Main or subsidiary signal—to signal HS.150
HS.150R	Distant for signal HS.150
HS.150	Main signal—to signal G.502 (no indicator)
	Main signal—to Langside Junction (left hand junction indicator)
G.502R	Distant for Signal G.502
G.502	To signal G.507
G.507	To signal G.541 (no indicator)
	To signal G.523 (left hand junction indicator)

City Union line (To High Street Jn.)

G.505	Main signal—to signal HS. 153
	Subsidiary signal—to Through siding.
G.506	Main signal—to signal HS.153
	Subsidiary signal—to Through siding.
HS.153R	Distant for signal HS.153
HS.R.153	Banner repeater for signal HS.153
HS.153	To signal HS.149
HS.149R	Distant for signal HS.149
HS.149	Main signal—to signal HS.75
	Subsidiary signal with route indicator reading:—
	S – to sidings
	L – to loop.
HS.75	High Street Jn. home signal.

Down G.B. & K. line

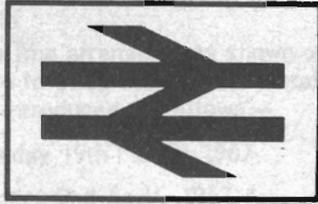
HS.152R	Distant for signal HS.152
HS.152	To signal HS.149

Down Clydesdale line

TJ.31	To signal G.512
G.512	To signal G.541 (no indicator)
	To signal G.523 (left hand junction indicator)

GLASGOW CENTRAL - EXTENSION OF AREA OF CONTROL

PERMANENT ARRANGEMENTS



The permanent way and signalling arrangements detailed herein will be brought into use in accordance with section B of the appropriate notice and...

On accompanying sheets the details of each stage will be shown...

- Stage 1 at approximately 26.45 on Sunday
- Stage 2 at approximately 28.10 on Sunday
- Stage 3 at a date to be published later

DESCRIPTION OF SCHEME

Stages 1-6 BRITISH RAILWAYS SCOTTISH REGION

The scheme shown on sheet 2 of the diagram will be brought into use controlled from Glasgow Central and Carleton Junction signal boxes which will continue to operate their present layout.

For Information of Railway Staff only

- Shields Junction No. 2, Brox Junction - Signal Block
- Brox Junction - Track Circuit Block
- Carleton Junction - Track Circuit Block

Signal G.551 will continue to be controlled by Shields Junction No. 2 signal box. Signal G.554 will not come into operation until Stage 2.

SPECIAL NOTICE

Shields Junction No. 1, Shields Junction No. 2, Bell Busby No. 3, Pollok Junction and Pollok Junction signal boxes will be dispersed with all points and signals within the area formerly covered by these signal boxes will be controlled from Glasgow Central signal box.

PERMANENT WAY & SIGNALLING ARRANGEMENTS

GLASGOW CENTRAL

EXTENSION OF AREA OF CONTROL

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 11th March, 1967

D. BEATTIE
Divisional Manager.

GLASGOW CENTRAL—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 in three stages. The details of each stage will be shown in Section B of the appropriate notice and introduced as follows:—

Stage 1 at approximately 06 45 on Sunday 19th March, 1967

Stage 2 at approximately 24 00 on Sunday 2nd April, 1967.

Stage 3 at a date to be published later.

DESCRIPTION OF SCHEME

Stage 1 (19-3-67)

The signals shown on sheet 2 of the diagram will be brought into use controlled from Ibrox Junction and Cardonald Junction signal boxes which will continue to operate their present layouts.

The block sections and methods of working will be as follows:—

Shields Junction No.2/Ibrox Junction—Sykes Lock and Block

Ibrox Junction/Cardonald Junction—Track Circuit Block

Cardonald Junction/Paisley—Track Circuit Block.

Signal G.551 will continue to be controlled by Shields Junction No.2 signal box. Position light signal G.554 will not come into operation until Stage 3.

Stage 2 (2-4-67)

Shields Junction No.1, Shields Junction No.2, Bellahouston No.3, Pollok Junction and Port Eglinton Junction signal boxes will be dispensed with and all points and signals within the area formerly covered by these signal boxes will be controlled from Glasgow Central signal box.

The block sections will be as follows and the Track Circuit Block Regulations will apply:—

Glasgow Central/Ibrox Junction

Glasgow Central/Corkerhill No.1

Glasgow Central/St. Enoch

Glasgow Central/Terminus Junction (Clydesdale lines)

The Up slow line between the former Shields Junction No.2 and Shields Junction No.1 signal boxes will be redesignated Up goods loop.

A new trailing crossover will be brought into use between the Up and Down Canal lines immediately in rear of signals G.518 and G.519 and a new facing connection will be provided from the Up Canal line to Shields Electric Traction Depot.

The Electric Traction Depot will be fully commissioned at a later date.

The facing trap points in the Up Clydesdale line will be removed.

Stage 3 (—)

Ibrox Junction and Cardonald Junction signal boxes will be dispensed with and the signals controlled therefrom will then be controlled from Glasgow Central signal box. St. Enoch and St. John's signal boxes will also be eliminated and the remaining area formerly controlled from these signal boxes will be controlled from High Street Junction signal box.

The block sections and method of working will be as follows:—

Glasgow Central/Paisley—Track Circuit Block

Glasgow Central/High Street Junction—Track Circuit Block

High Street Junction/Langside Junction—Track Circuit Block

With the exception of the junction to Langside all connections at St. Enoch will be removed.

No.12 siding at St. John's will be removed and No.11 siding redesignated Down loop.

The following alterations will be carried out at Langside Junction signal box:—

The facing and trailing overcrossings between the Up main line and South side sidings and the trailing connection between the Down main line and South side sidings together with all relative signals, will be removed.

SIGNALLING ARRANGEMENTS

The description of the application of all new and altered signals shown on the diagram is as shown below. All signals controlled from Glasgow Central are prefixed by letter G. While Ibrox Junction and Cardonald Junction boxes remain in operation the signals will bear the numbers shown but will also be temporarily prefixed I and C respectively. The signals controlled from High Street Junction are prefixed HS and from Terminus Junction TJ.

RUNNING SIGNALS (Sheet I)**Down main line**

No.	Application
G.509	To signal G.511
G.511	To signal G.541 (no indicator)
	To signal G.523 (left hand junction indicator)
G.541	To signal G.551

Up main line

G.548	Main or subsidiary signal—to signal G.547
G.547	Main signal—to signal G.536
	Subsidiary signal with route indicator reading:—
	T — to Through siding
	L — to Up loop
	U — towards signal G.536
G.536	Main signal—to signal G.209 (no indicator)
	Main or subsidiary signal—to signal G.506
	(right hand junction indicator 1)
	Main or subsidiary signal — to signal TJJ16
	(right hand junction indicator 2)
	Subsidiary signal with route indicator reading:—
	U — towards signal G.209

City Union line (from High Street Jn.)

HS.141	Main or subsidiary signal—to signal HS.150
HS.150R	Distant for signal HS.150
HS.150	Main signal—to signal G.502 (no indicator)
	Main signal—to Langside Junction (left hand junction indicator)
G.502R	Distant for Signal G.502
G.502	To signal G.507
G.507	To signal G.541 (no indicator)
	To signal G.523 (left hand junction indicator)

City Union line (To High Street Jn.)

G.505	Main signal—to signal HS. 153
	Subsidiary signal—to Through siding.
G.506	Main signal—to signal HS.153
	Subsidiary signal—to Through siding.
HS.153R	Distant for signal HS.153
HS.R.153	Banner repeater for signal HS.153
HS.153	To signal HS.149
HS.149R	Distant for signal HS.149
HS.149	Main signal—to signal HS.75
	Subsidiary signal with route indicator reading:—
	S — to sidings
	L — to loop.
HS.75	High Street Jn. home signal.

Down G.B. & K. line

HS.152R	Distant for signal HS.152
HS.152	To signal HS.149

Down Clydesdale line

TJ.31	To signal G.512
G.512	To signal G.541 (no indicator)
	To signal G.523 (left hand junction indicator)

RUNNING SIGNALS (Sheet 1)—continued

Down Canal line

No.	Application
G.534R	Distant for signal G.534
G.534	Main signal—to signal G.519 (no indicator) Main signal—to signal G.518 (right hand junction indicator) Subsidiary signal—to Shields Electric Traction Depot
G.519 (also applies from Up Canal line via the trailing crossover)	Main signal—to signal G.209 (no indicator) Main or subsidiary signal—to signal G.506 (right hand junction indicator 1) Main or subsidiary signal—to signal TJ.16 (right hand junction indicator 2) Subsidiary signal with route indicator reading:— U — to Up main

Up Canal line

G.518	Main signal with route indicator reading:— B — to Up City Union X — to Down City Union C — to Up Clydesdale Subsidiary signal with route indicator reading:— ↑ — towards signal G.514
G.523	Main signal—to signal G.535 Subsidiary signal with route indicator reading:— H — to No.1 head shunt C — towards signal G.535 S — to carriage sidings.
G.535	Starting signal, also distant for Corkerhill No.1
Up loop G.537	Main or subsidiary signal with route indicator reading:— U — to Up main B — to Up City Union C — to Up Clydesdale Subsidiary signal with route indicator reading:— T — to Through siding

SHUNTING SIGNALS (Sheet 1)

No.	Application
G.504	From Through siding with route indicator reading:— C — to Down City Union X — to Up City Union
G.508	From Up City Union with route indicator reading:— C — to Up Canal D — to Down Main X — to Up main
G.513	From Up Clydesdale with route indicator reading:— C — to Up Canal D — to Down main X — to Up main
G.514	From connecting line with route indicator reading:— B — to Up City Union X — to Down City Union C — to Up Clydesdale

SHUNTING SIGNALS (Sheet 1)—continued

No	Application
G.515	From Up main with route indicator reading:— C — to Up Canal CX — to Down Canal UX — back along Up main towards G.542 L — to Up loop T — to Through siding
G.516	From Through siding with route indicator reading:— L — to Up loop T — to Through siding
G.517	Through siding to Terminus Junction
G.521	From Depot sidings with route indicator reading:— S — to sidings C — to Up Canal.
G.522	From Depot connecting line to Depot sidings
G.524	Back along Down Canal towards G.526
G.525	From Up Canal with route indicator reading:— D — to Down Canal X — back along Up Canal towards G.518 E — to Depot
G.526	Down Canal to carriage sidings
G.527	Head shunt to carriage sidings
G.528	From carriage sidings with route indicator reading:— H — to Head Shunt D — to Down Canal X — to Up Canal E — to Depot
G.529	From Depot connecting line with route indicator reading:— 2 — to No.2 head shunt 1 — to No.1 head shunt
G.531	No.2 head shunt to Depot
G.532	From No.1 head shunt with route indicator reading:— X — to Up Canal S — to Depot
G.533	Back along Up Canal towards G.525
G.538	From Through siding with route indicator reading:— T — along through siding towards G.517 U — to Up main B — to Up City Union C — to Up Clydesdale
G.542	Up main to Down main
G.543	Up loop to Down main
G.544	Through siding to Down main
G.545	North sidings to Through siding
G.546	From Down main with route indicator reading:— T — to Through siding L — to Up loop U — to Up main
HS.142 (four signals)	From sidings to Up City Union
HS.148	From Up City Union with route indicator reading:— S — to Nos. 8, 9 and 10 sidings L — to Down loop D — to Down City Union X — back along Up City Union

RUNNING SIGNALS (Sheet 2)**Down main line**

No.	Application
*G.551	To signal G.552

RUNNING SIGNALS (Sheet 2)—continued**Down main line—continued**

No.	Application
*G.552	Main signal—to signal G.566A Subsidiary signal with route indicator reading:— G — to Govan P — to Princes Dock
†G.566A	To signal G.566
†G.566	To signal G.567
†G.567	Main signal—to signal G.578 Subsidiary signal—to Down branch
†G.578	To signal P.1

Up main line

†G.574	To signal G.573
†G.573	To signal G.564
†G.564	To signal G.563
*G.563	To signal G.555
*G.555	Main or subsidiary signal—to signal G.548

Govan and Princes Dock branch

*G.561	To signal G.556
*G.562	To signal G.556
*G.556	Main or subsidiary signal—to signal G.548

Up Shieldhall Branch

†G.576	To signal G.564
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SHUNTING SIGNALS (Sheet 2)

No.	Application
*G.553	From Up main with route indicator reading:— D — to Down main X — to Up branch
*G.554	Down main to Up main
*G.557	Up branch to Down branch
*G.558	Down branch to Up branch
*G.559	From Down branch with route indicator reading:— G — to Govan P — to Princes Dock
†G.569	From Up main with route indicator reading:— D — to Down main X — back along Up main towards G.571
†G.571	Up main to Down branch
†G.572	Down main to Up main
†G.575	Down branch to Up main
†G.579	From Down branch with route indicator reading:— D — to Deanside S — to Shieldhall
†G.581	From Deanside to Down branch

* Temporarily controlled from Ibrox Junction box

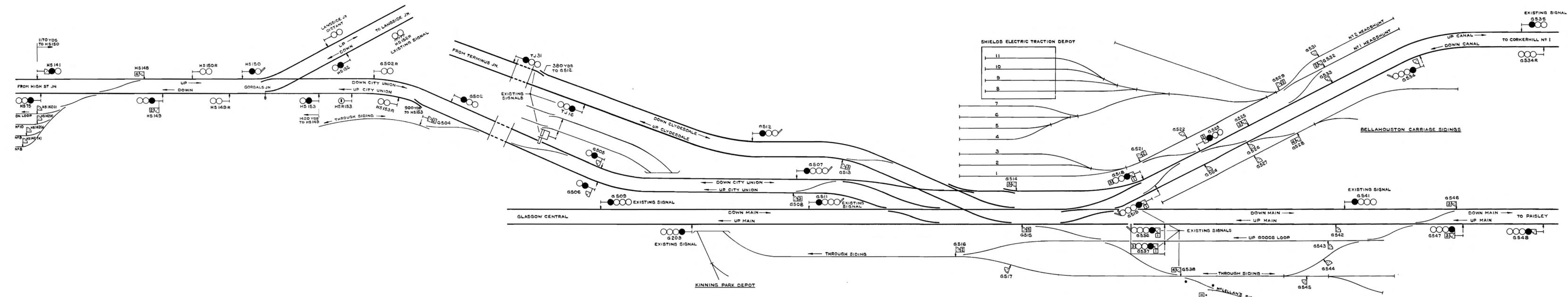
† Temporarily controlled from Cardonald Junction box

SIGNAL POST SIGNS

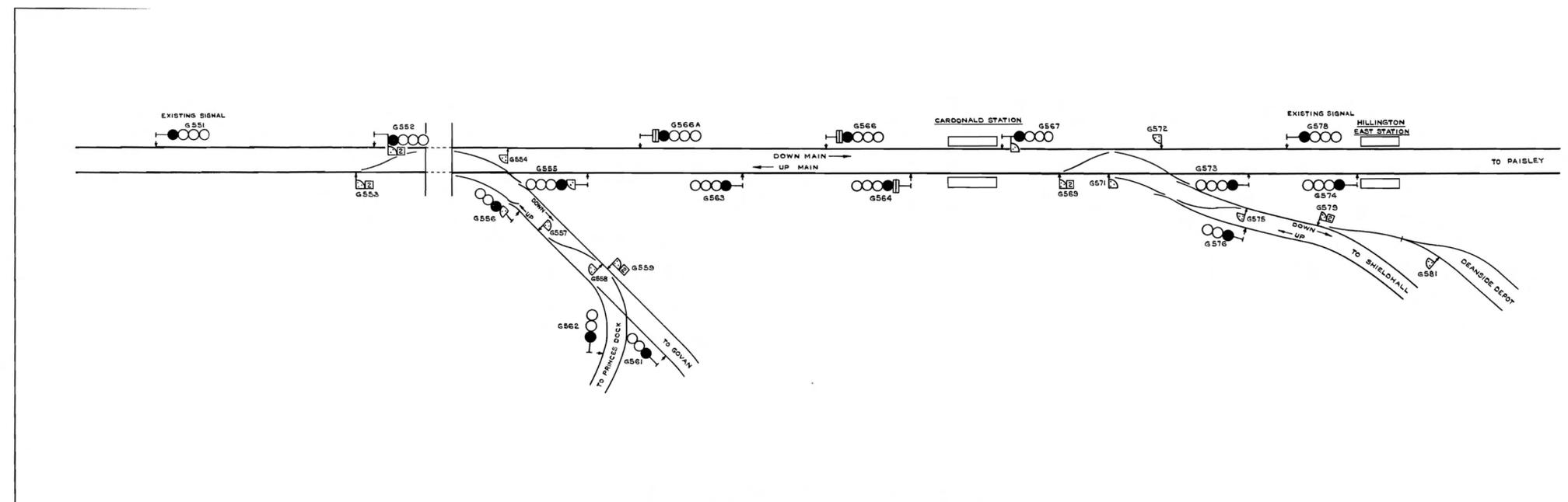
Although not shown on the accompanying diagram, the following signs are provided, where applicable, in accordance with Regional practice.



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



GLASGOW CENTRAL - RESIGNALLING
SHEET 1.
 FOR EXPLANATION OF SYMBOLS SEE SHEET 2



GLASGOW CENTRAL - RESIGNALLING
SHEET 2

EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS		
CAPABLE OF DISPLAYING RED OR GREEN ASPECT	CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT	CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT
CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT	CAPABLE OF DISPLAYING YELLOW, DOUBLE YELLOW OR GREEN ASPECT	BANNER REPEATER
SUBSIDIARY SIGNALS		SHUNTING SIGNALS
POSITION LIGHT (NORMALLY OUT) SHOWING TWO WHITE LIGHTS AT 45 DEGREES FOR PROCEED INDICATION.	POSITION LIGHT SHOWING TWO HORIZONTAL LIGHTS RED AND WHITE FOR STOP INDICATION. TWO WHITE LIGHTS AT ELEVATED FOR PROCEED INDICATION.	POSITION LIGHT SHOWING TWO HORIZONTAL LIGHTS RED AND WHITE FOR STOP INDICATION. TWO WHITE LIGHTS AT ELEVATED FOR PROCEED INDICATION.
ROUTE INDICATORS		POINTS
JUNCTION TYPE (RULE 35 E)	THEATRE TYPE	CONTROLLED
FIGURE IN SQUARE SHOWS NUMBER OF ROUTE INDICATIONS THAT MAY BE DISPLAYED.	STENCIL TYPE	CATCH OR TRAP
MECHANICAL SIGNAL	OTHER SYMBOLS	2 WAY HAND
DENOTES AUTOMATIC SIGNAL		SPRING