



SCOTTISH REGION

# SPECIAL NOTICE

## PERMANENT WAY AND SIGNALLING ARRANGEMENTS

### CADDER AND GREENHILL

## RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

December, 1971  
GLASGOW,

C.L. Rowbury,  
Movements Manager.

# SIGNALLING RECORD SOCIETY

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## CADDER AND GREENHILL RESIGNALLING

### OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use in two stages. The details of each stage will be shown in Section B of the appropriate notice and introduced as follows :-

Stage 1 at approximately 02 30 on Monday 6 December, 1971.

Stage 2 at approximately 02 30 on Monday 13 December, 1971.

### DESCRIPTION OF SCHEME

#### Stage 1 (6.12.71)

Roughcastle box will be closed and the area of control of Greenhill Upper Junction box extended to cover that formerly controlled by Roughcastle box.

The Track Circuit Block Regulations will apply on the Up and Down main lines between Polmont Junction, Greenhill Upper Junction and Dullatur and on the Up and Down branch lines between Greenhill Upper Junction and Greenhill Lower Junction. All points and signals shown on sheet 2 of the diagram will be brought into use together with Up main line signals GJ272, GJ274 and GJ276 shown on Sheet 1.

#### Stage 2 (13.12.71.)

Dullatur, Gartshore, Bairds Siding and Lenzie boxes will be closed and the area of control of Greenhill Upper Junction and Cadder boxes extended to cover the area formerly controlled by these boxes.

The Track Circuit Block Regulations will apply between Greenhill Upper Jn. and Cadder.

The remaining points and signals shown on Sheet 1 of the diagram will be brought into use.

### SIGNALLING ARRANGEMENTS

The description of the application of all new and altered signals shown on Sheets 1 and 2 of the diagram is as follows :-

Signals prefixed by the letters CR are controlled from Cadder box.

Signals prefixed by the letters GJ. are controlled from Greenhill Upper Junction box.

Signals prefixed by the letter GL are controlled from Greenhill Lower Junction box.

The application of all running signals with the exception of those detailed below, are to the next signal.

### RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application
<b>Cadder</b>			
<b>Up Main line</b>			
CR 208	Main	—	To CR.228
CR 212	Main	—	To CR.228
CR 214	Main	—	To CR.228
CR 244	Main	—	To CR.252
	Main	Junction indicator	To CR.248
CR 248	Main	—	To CR.254
CR 252	Main	—	To CR.254

**RUNNING SIGNALS—continued**

Signal	Aspect	Route Indication where provided	Application
<b>Cadder—continued</b>			
<b>Down Main line</b>			
CR 253	Main	—	To CR.245
	Main	Junction indicator	To CR.247
CR 245	Main	—	To CR.243
CR 247	Main	—	To CR.243
CR 227	Main	—	To existing signal C 96
	Main	Junction indicator	To Down goods line
	Sub	Junction indicator	Towards Down goods line.
	Sub	'R'	Towards No.1 Reception siding.
<b>Greenhill Upper Junction</b>			
<b>Up Main line</b>			
GJ 336	Main	—	To GJ.354
	Main	Upper Junction indicator	To GL. 60
	Main	Lower Junction indicator	To GJ.342
	Sub	Lower Junction indicator	Towards Up goods loop.
<b>Up goods loop</b>			
GJ 342	Main	'B'	To Up branch line
	Main	'M'	To Up Main line
<b>Down Main line</b>			
GJ 353	Main	—	To GJ.337
	Sub	—	Towards Down goods loop
<b>Down branch line</b>			
GJ 349	Main	—	To GJ.337
GJ 351	Main	—	To GJ.337
<b>Up branch line</b>			
GL 60	Main	—	To Down Perth line

**SHUNTING SIGNALS**

No.	Indication	Application
<b>Cadder</b>		
CR 218	'U'	Towards Up main line.
	'X'	Towards Down main line limit of shunt.
CR 222	'U'	Towards Up main line
	'X'	Towards Down main line limit of shunt.
CR 224	'U'	Towards Up main line.
	'X'	Towards Down main line limit of shunt.

## SHUNTING SIGNALS – continued

No.	Indication	Application
<b>Cadder – continued</b>		
CR 225	'R'	Towards No.1 Reception siding
	'G'	Towards Down goods line,
	'M'	Towards Down main line
	'U'	Towards Up yard
<b>Greenhill Upper Junction</b>		
GJ 315	–	Towards Up branch line.
GJ 338	'X'	Back along Down main line
	'L'	Towards Down goods loop limit of shunt.
GJ 339	–	Towards Down main line.
GJ 344	'B'	Towards Up branch line.
	'M'	Towards Up main line.
GJ 345	'M'	Towards Down main line.
	'L'	Towards Up goods loop limit of shunt.
GJ 347	'M'	Towards Down main line.
	'L'	Towards Up goods loop limit of shunt.
<b>Roughcastle Sidings (controlled from Greenhill Upper Jn.)</b>		
GJ 364	'S'	Towards sidings
	'M'	Towards Up main line.
GJ 366	–	Towards Up main line.
GJ 367	–	Towards sidings.
GJ 369	'M'	Towards Down main line.
	'S'	Towards sidings.
<b>Lime Road Sidings (controlled from Greenhill Upper Jn.)</b>		
GJ 373	'X'	Back along Up main.
	'S'	Towards sidings.

## GROUND FRAME ARRANGEMENTS

The ground frame at Lime Road sidings is electrically controlled from Greenhill Upper Junction box.  
The emergency ground frame at Gartshore is electrically controlled from Cadder box.

## SIGNAL POST SIGNS

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





