

*Lr. Ray Guy*



SCOTTISH REGION

# SPECIAL NOTICE

## PERMANENT WAY AND SIGNALLING ARRANGEMENTS J. MIDCALP

# GLASGOW CENTRAL SIGNALLING CENTRE

EXTENSION OF AREA OF CONTROL

(ELIMINATION OF NITSHILL, BUSBY JN., POLLOKSHAWS SOUTH,  
POLLOKSHAWS NORTH, BUSBY STN. AND EAST KILBRIDE BOXES)

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

1 January, 1974  
GLASGOW

C.L. Rowbury,  
Movements Manager.

# SIGNALLING RECORD SOCIETY

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## GLASGOW CENTRAL SIGNALLING CENTRE

## 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 accordance with details shown in S.W. Notice No.4 and will be introduced at approximately 04 00 on Monday 28 January, 1974.

## DESCRIPTION OF SCHEME

Nitshill, Busby Junction, Busby Station and East Kilbride boxes will be closed and the area of control of Glasgow Central Signalling Centre extended to cover that formerly controlled by these boxes.

Pollokshaws South and North boxes will cease to be block posts but will be retained as shunting frames, electrically released from Glasgow Central Signalling Centre.

The Track Circuit Block Regulations will apply on the lines between Glasgow Central Signalling Centre and Barrhead box, and on the East Kilbride branch lines.

Yard working arrangements will apply between Pollokshaws South and North shunting frames over the Up and Down slow (goods) lines and No.1 and No.2 Down through sidings.

## NOMENCLATURE OF JUNCTIONS

The junction between the Barrhead lines and the East Kilbride branch will be designated Busby Junction.

## SIGNALLING ARRANGEMENTS

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

Signal Prefix Letter	Signal box controlling
G	Glasgow Central
BD	Barrhead

Signals BD 22 and BD 22 R were previously prefixed BD 13 and BD 13 R respectively.

Signal G646 was previously prefixed PN and controlled from Pollokshaws North box.

## RUNNING SIGNALS

Signal	Aspect, Main or Draw ahead	Route Indication where provided	Application
<b>Down main/Down Barrhead</b>			
BD 22R	Main		distant for BD 22
BD 22	Main	junction indicator	to BD 21 to BD 14
BD 21	Main		to BD 20
BD 20	Main		to G653
G653R	Main		distant for G653
G653	Main		to G651
G651	Main draw ahead	D	to G647 towards Down slow (controlled from Pollokshaws South shunting frame)
G651	draw ahead	1	towards No. 1 Down through siding (controlled from Pollokshaws South shunting frame)
	draw ahead	2	towards No. 2 Down through siding (controlled from Pollokshaws South shunting frame)
G647	Main		to G645

## SIGNALLING ARRANGEMENTS – continued

## RUNNING SIGNALS – continued

Signal	Aspect Main or Draw ahead	Route Indication where provided	Application
<b>Down main/Down Barrhead – continued</b>			
<b>Up main (in down direction)</b>			
BD 14			to BD 20
<b>Down East Kilbride branch</b>			
G669	Main		to G667
G667	Main		to G665
G665R	Main		distant for G665
G665	Main		to G663
G663	Main		to G657
G657R	Main		distant for G657
G657	Main		to G651
<b>Up East Kilbride (in down direction)</b>			
G661	Main		to G657
<b>Up Barrhead/ Up main</b>			
G646	Main draw ahead		to G652 towards Up Slow (controlled from Pollokshaws North shunting frame)
G652	Main		to G656
	Main	Junction indicator	to G654
G656	Main		to BD 1
BD 1R	Main		distant for BD 1
BD 1	Main		to BD 2
	Main	D	to BD 17
	Main	B	to Bay platform
	draw ahead	B	towards Bay platform
BD 2	Main		to single line
<b>Down Main (in Up direction)</b>			
BD 17	Main		to single line
<b>Up East Kilbride branch</b>			
G654	Main		to G658
G658R	Main		distant for G658
G658	Main		to G664
G664	Main		to G666
G666R	Main		distant for G666
G666	Main		to platform
	draw ahead	P	towards platform
	draw ahead	Y	towards yard (controlled from East Kilbride West ground frame)
<b>Barrhead bay platform</b>			
BD11	Main		to BD 20

## SHUNTING SIGNALS

Signal	Route indication where provided	Application
<b>Down Barhead</b>		
BD 7	U	towards BD 2
	D	towards BD 17
	B	towards bay platform
<b>Down East Kilbride branch</b>		
G660		towards G664
<b>Pollokshaws North Shunting frame</b>		
①	top disc	towards ⑫
	bottom disc	towards G652
②		towards G647
③		towards G647
④		towards ③
⑤		towards ③
⑥		towards G647
⑦		towards G647
<b>Pollokshaws South shunting frame</b>		
⑧	top disc	towards ⑬
	bottom disc	towards shunt spur
⑨	top disc	towards ⑬
	bottom disc	towards shunt spur
⑩	top disc	towards ⑤
	bottom disc	towards ④
⑪		towards ⑬
⑫		towards G652
⑬		towards G652
⑭	top disc	towards ④ or ⑤
	middle disc	towards ②
	bottom disc	towards G647

## GROUND FRAME ARRANGEMENTS

Ground frames, all with telephone communication to Glasgow Central Signalling Centre, will be provided as described below :-

## (a) Electrically controlled from Glasgow Central Signalling Centre

**Pollokshaws North Shunting frame.**

The former signal box will become a ground frame controlling the ground disc signals numbered 1 to 7 on the accompanying diagram, signal G646 applying to Up slow line and associated connections.

Trains may be shut in.

**GROUND FRAME ARRANGEMENTS — continued****Pollokshaws South Shunting frame.**

The former signal box will become a ground frame controlling the ground disc signals numbered 8 to 14 on the accompanying diagram, signal G651 applying to Down slow line or No.1 Down through siding or No.2 Down through siding and associated connections.

Trains may be shut in.

**East Kilbride East ground frame**

The existing two-lever ground frame operating the connection between the platform single line and the east end of the yard will become electrically released from Glasgow Central Signalling Centre.

Trains may be shut in.

**East Kilbride West ground frame**

A four-lever ground frame to operate the connection between the single line and the West end of the yard together with signal G666 applying to the yard.

Trains may be shut in.

**(b) Uncontrolled****Burnfield Siding ground frame.**

The existing two-lever ground frame operating the connection between the Down East Kilbride branch line and Burnfield siding will become electrically released by the Down East Kilbride branch line track circuits.

Track circuit marker boards are provided in the cress of the Down East Kilbride branch line on either side of the siding connection and the brake van or rear portion of a train shunting the siding must be left on the approach side of the track circuit marker board on the East Kilbride side of the connection.

The ground frame control lever is then free to be operated when the locomotive or front portion of the train is brought to a stand beyond the track circuit marker board on the Busby Junction side of the siding connection.

The ground frame control lever must not be replaced to the normal position until the locomotive or front portion of the train has been brought to a stand on the Down East Kilbride branch line in advance of the siding points.

The ground frame must not be considered to be in the normal position until the control lever has been replaced and the indicator is in the "normal" position.

Trains must not shut in.

**A.W.S. EQUIPMENT**

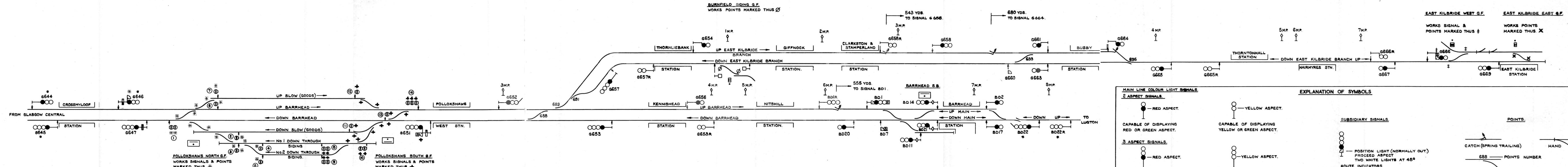
A.W.S. track equipment is provided throughout the scheme.

**SIGNAL POST SIGNS**

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



With the exception of signals G653R, G657R, G658R, G660, 665R, G666R, BD 1R, BD 7, BD11, BD 14, BD 22R and BD 21, signal post telephones are provided throughout the scheme.



**GLASGOW CENTRAL SIGNALLING CENTRE**  
 EXTENSION OF AREA OF CONTROL

**MAIN LINE COLOUR LIGHT SIGNALS.**

**2 ASPECT SIGNALS.**

- — RED ASPECT.
- — YELLOW ASPECT.
- — CAPABLE OF DISPLAYING RED OR GREEN ASPECT.
- — CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT.

**3 ASPECT SIGNALS.**

- — RED ASPECT.
- — YELLOW ASPECT.
- — CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.
- — CAPABLE OF DISPLAYING YELLOW, DOUBLE YELLOW, OR GREEN ASPECT.

**4 ASPECT SIGNALS.**

- — RED ASPECT.
- — CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.

**EXPLANATION OF SYMBOLS**

**SUBSIDIARY SIGNALS.**

- — POSITION LIGHT (NORMALLY OUT.)
- — PROCEED ASPECT
- — TWO WHITE LIGHTS AT 45°

**ROUTE INDICATORS.**

- — JUNCTION TYPE. RULE BOOK SECT. 'C'
- — THEATRE TYPE.
- — STENCIL TYPE
- — FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED.

**SHUNTING SIGNALS**

- — GROUND DISC.
- — GROUND POSITION LIGHT
- — NORMAL ASPECT RED & WHITE HORIZONTAL LIGHTS
- — PROCEED ASPECT TWO WHITE LIGHTS AT 45°

**POINTS.**

- — CATCH (SPRING TRAILING)
- — HAND
- — 688 — POINTS NUMBER
- — CONTROLLED

**MISCELLANEOUS**

- — GROUND FRAME
- — TRACK CIRCUIT MARKER BOARD
- — DENOTES AUTOMATIC SIGNAL.
- — DENOTES SEMI-AUTOMATIC SIGNAL.
- — MILE POST.

\* DENOTES EXISTING SIGNAL.