

B.R. 31015/5



For information of Railway Staff only

SPECIAL NOTICE

**PERMANENT WAY & SIGNALLING
ARRANGEMENTS**

SINGER, MILNGAVIE AND

WESTERTON

RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 4th May 1959.

Chief Operating Superintendent

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

**SINGER, MILNGAVIE JUNCTION, KNIGHTSWOOD NORTH JUNCTION,
MILNGAVIE STATION AND HILLFOOT SIGNAL BOXES.**

SATURDAY AND SUNDAY, 9th AND 10th MAY.

Commencing at 2-30 p.m. on Saturday, 9th May, all points and signals at Milngavie Station and Hillfoot will be disconnected and drivers hand-signalled as necessary until completion of the work about 11-59 p.m. on Saturday, 9th May.

Commencing at 11-30 p.m. on Saturday, 9th May, all points and signals at Milngavie Junction and Knightswood North Junction will be disconnected and drivers hand-signalled as necessary until completion of the work about 11-59 p.m. on Sunday, 10th May.

On completion of this work, the new and altered signalling shown on the attached diagrams No. 1 and No. 2 and described below will be brought into use.

The resignalling at Singer shown on attached diagram No. 3 and described below, will be brought into use on a date to be published later. In the meantime Signal SG.86 will only act as an outer distant for Signal W.34 capable of displaying a double yellow or green aspect and the red aspect will be brought into use on a date to be published later.

DESCRIPTION OF SCHEME.

Knightswood North Junction and Hillfoot signal boxes will be dispensed with and Westerton signal box will control the points and signals within the area at present covered by Milngavie Junction and Knightswood North Junction boxes.

All running signals will be of the colour light type, with the exception of the Platform starting signals at Singer Workers' Platforms and Milngavie Station which will be semaphore signals.

The ground shunting signals will be of the floodlit disc type and the subsidiary signals will be of the position light type.

The present Up and Down passenger loop at Singer will be renamed "Up and Down Goods Loop."

PERMANENT WAY ALTERATIONS.

Milngavie.

New self-acting spring catch points will be provided in the Down Milngavie branch line, 550 yards before reaching signal M.29.

Hillfoot.

The crossover between the Up and Down lines will be removed.

Drumchapel

The Up sidings, together with the connection from Up main line and relative ground frame and outlet ground disc signal, as shown on diagram 1, will be removed.

Westerton

New self-acting spring catch points will be provided in the Up main line, 500 yards before reaching signal W.35.

SIGNALLING ARRANGEMENTS.

A description of the application of all new and altered signals shown on the diagrams (Sheets 1, 2 and 3) issued with this booklet is as follows :

Up Main Line.**RUNNING SIGNALS.****Singer.**

<i>No.</i>	<i>Application.</i>
SG.81	Main signal to signal SG.82. Right-hand miniature yellow—to Goods Loop.
SG.82	To signal SG.85.
SG.84	To signal SG.85.
SG.55	To signal SG.85.
SG.85	To signal SG.86.
SG.86R	Intermediate block distant.
SG.86.	Intermediate block home (also acts as outer distant for W.34).
SG.6	No. 6 platform starting signal.
SG.9	No. 5 platform starting signal.
SG.12	No. 4 platform starting signal.
SG.17	No. 3 platform starting signal.
SG.20	No. 2 platform starting signal.
SG.31	No. 1 platform starting signal.

Westerton.

W.34R	Inner Distant for W.34.
W.34	To signal W.35.
W.35	To signal W.36.
W.36	To signal W.37.
W.37	Main Signal (no indicator) to signal W.39. Main signal (right-hand junction indicator) to Maryhill branch signal W.38.
W.39	Main starting signal (also acts as distant for Knightswood South Junction box).

Down Main Line.**Westerton.**

W.45R	Distant for signal W.45.
W.45	To signal W.44.
W.44	Main signal (no indicator) to signal W.43. Main signal (right-hand junction indicator) to Milngavie branch signal W.41.
W.43	To signal W.42.
W.42	Intermediate block home.

RUNNING SIGNALS—*continued.*

<i>No.</i>	<i>Application.</i>
Singer.	
SG.94R	Distant for SG.94.
SG.94	To signal SG.93.
SG.93	Main signal (no indicator) to signal SG.91. Main signal (left-hand junction indicator) to SG.25. Left-hand miniature yellow with route indicator reading : S To Goods sidings. L To Goods loop.
SG.25	Main or calling-on with route indicator reading : 1 To No. 1 platform. 2 To No. 2 platform. 3 To No. 3 platform. 4 To No. 4 platform. 5 To No. 5 platform. 6 To No. 6 platform.
SG.91	To signal SG.90.
SG.92	To signal SG.90.
SG.90	Main starting (also acts as distant for Dalmuir Park Junction box).

Up Milngavie branch.**Milngavie.**

M.12	No. 3 platform starting signal.
M.13	No. 2 platform starting signal.
M.14	No. 1 platform starting signal.
M.20	Starting signal.
M.21R	Intermediate block distant.
M.21	Intermediate block home.

Westerton.

W.31R	Distant for W.31.
W.31	To signal W.32.
W.32.	To signal W.36.

Down Milngavie Branch.**Westerton.**

W.41	To signal W.40.
W.40R	Intermediate block distant.
W.40	Intermediate block home.

RUNNING SIGNALS—continued.

<i>No.</i>	<i>Application.</i>
Milngavie.	
M.29R	Distant for signal M.29.
M.29.	Main or calling-on signal with route indicator reading :
1	To No. 1 platform.
2	To No. 2 platform.
3	To No. 3 platform.
	Left-hand miniature yellow—to Down sidings.
	Right-hand miniature yellow—to Up sidings.

Up Maryhill Branch.**Westerton.**

W.38	Intermediate block home (also acts as outer distant for Maryhill Park Junction).
------	--

Down Maryhill Branch.**Westerton.**

W.48R	Distant for signal W.48.
W.48.	To signal W.47.
W.47.	To signal W.44.

SHUNTING SIGNALS.**Singer.**

SG.32	Down Main to Goods loop.
SG.33	From Tullis sidings.
SG.37	To Tullis sidings.
SG.38	To Carriage sidings.
SG.40	From Carriage sidings.
SG.43	Goods loop to Up main "Limit of Shunt" indicator.
SG.44	Down main to Up main "Limit of Shunt" indicator.
SG.48	Goods loop to Down main "Limit of Shunt" indicator.
SG.53	To Down main line "Limit of Shunt" indicator.
SG.54	To Shunting siding.
SG.60	Goods sidings to Up main line.
SG.61	Goods sidings to Down main "Limit of Shunt" indicator.
SG.62	Goods siding to Shunting siding.
SG.65	Shunting siding to platforms and Tullis Sidings.
SG.66	Shunting siding to Goods sidings.
SG.71	Along Down main line to SG.72.
SG.72	Along Down main line to "Limit of Shunt" indicator.

SHUNTING SIGNALS—continued.

<i>No.</i>	<i>Application.</i>
SG.73	Down main line to Up main line.
SG.76	From Up main line with route indicator reading :
	P Dock platforms and Tullis siding.
	S Goods sidings.
	L Goods loop.
	M Down main line.

Milngavie.

M.5	Down sidings to Up line.
M.9	No. 2 platform to Down main "Limit of Shunt" indicator.
M.10	Up sidings—to Up line (the normal aspect of this signal is yellow).
M.25	From Up main line with route indicator reading :
	DS To Down sidings.
	1 To No. 1 platform.
	2 To No. 2 platform.
	3 To No. 3 platform.
	US To Up sidings.

Westerton.

W.3	Down Milngavie branch to Up main line.
W.4	Down main line to Up main line.
W.14	Up main line to Down main line.
W.15	Up main line to Down Milngavie branch line.

GROUND FRAME ARRANGEMENTS.

New and altered ground frames controlling points and signals, as shown on the attached diagrams, will be provided at the following locations :—

Milngavie Station. Platform lines No. 2 and No. 3 (2 levers).

At buffer ends between Nos. 2 and 3 platforms. This frame will be electrically controlled from Milngavie box.

Hillfoot Up sidings (2 levers).

Adjacent to siding points. This frame will be released by Annetts Key from Milngavie box.

Bearsden Up siding (2 levers).

Adjacent to siding points. This frame will be electrically released from Milngavie box.

EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS

SINGLE ASPECT SIGNAL



YELLOW ASPECT

FIXED YELLOW ASPECT

2 ASPECT SIGNALS



RED ASPECT

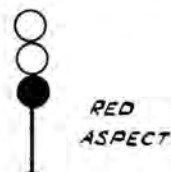
CAPABLE OF SHOWING RED OR GREEN ASPECTS



YELLOW ASPECT

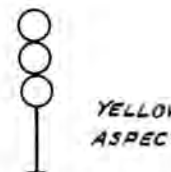
CAPABLE OF SHOWING YELLOW OR GREEN ASPECTS

3 ASPECT SIGNALS



RED ASPECT

CAPABLE OF SHOWING RED, YELLOW OR GREEN ASPECTS

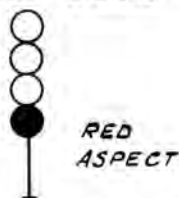


YELLOW ASPECT

CAPABLE OF SHOWING YELLOW, DOUBLE YELLOW OR GREEN ASPECTS

SUBSIDIARY SIGNALS

4 ASPECT SIGNAL



RED ASPECT

CAPABLE OF SHOWING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECTS.



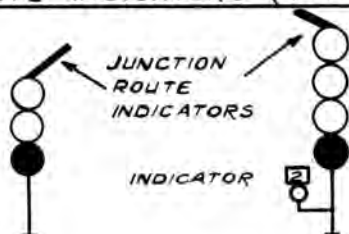
SMALL YELLOW (NORMALLY OUT) RULE 35e



CALLING-ON SIGNAL RULE 44

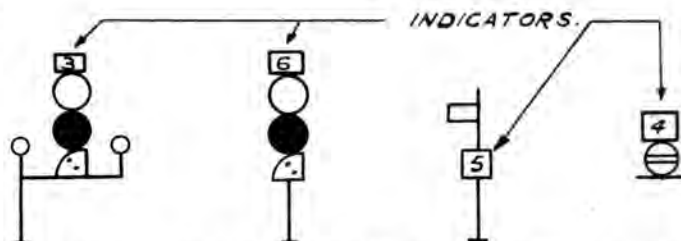
POSITION LIGHT SUBSIDIARY SIGNAL SHOWING TWO WHITE LIGHTS AT 45 DEGREES FOR PROCEED INDICATION (NORMALLY OUT) WITH DISTINGUISHING LETTER C

ROUTE INDICATORS (RULE 35e)



JUNCTION ROUTE INDICATORS

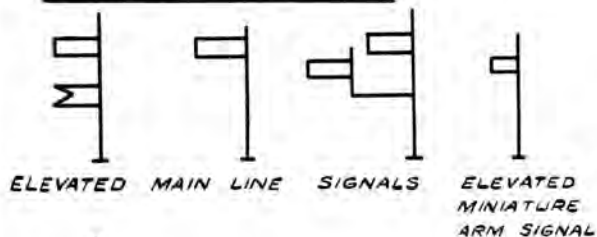
INDICATOR



INDICATORS.

FIGURES IN SQUARES DENOTE NUMBER OF ROUTE INDICATIONS CAPABLE OF BEING DISPLAYED.

MECHANICAL SIGNALS



ELEVATED MAIN LINE SIGNALS

ELEVATED MINIATURE ARM SIGNAL

GROUND DISC SIGNALS.

POINTS.



CONTROLLED POINTS

2 WAY HAND POINTS

RULE 55 SIGNS



DIAMOND SIGN.



COMBINED DIAMOND AND T SIGN



T SIGN.

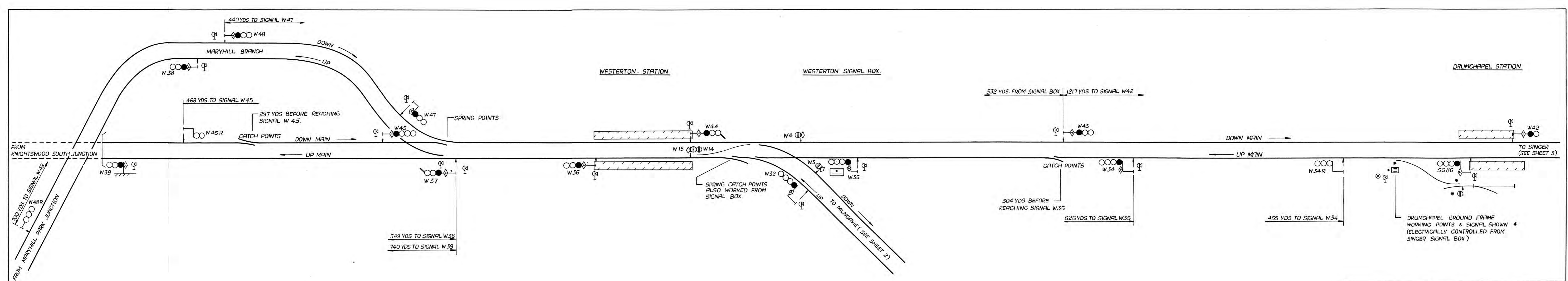
TELEPHONES



TELEPHONE

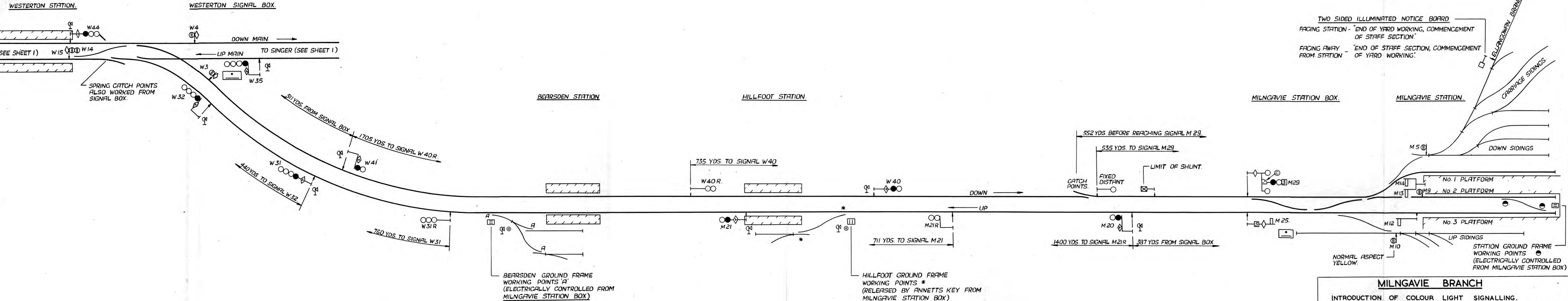


LOUD SOUNDING BELL.



WESTERTON
 INTRODUCTION OF COLOUR LIGHT SIGNALLING

SHEET 1.



TWO SIDED ILLUMINATED NOTICE BOARD
 FACING STATION - "END OF YARD WORKING, COMMENCEMENT OF STAFF SECTION."
 FACING AWAY - "END OF STAFF SECTION, COMMENCEMENT FROM STATION OF YARD WORKING."

BEARSDEN GROUND FRAME WORKING POINTS 'A' (ELECTRICALLY CONTROLLED FROM MILNGAVIE STATION BOX)

HILLFOOT GROUND FRAME WORKING POINTS * (RELEASED BY ANNETTS KEY FROM MILNGAVIE STATION BOX)

MILNGAVIE BRANCH
 INTRODUCTION OF COLOUR LIGHT SIGNALLING.

DRUMCHAPEL STATION

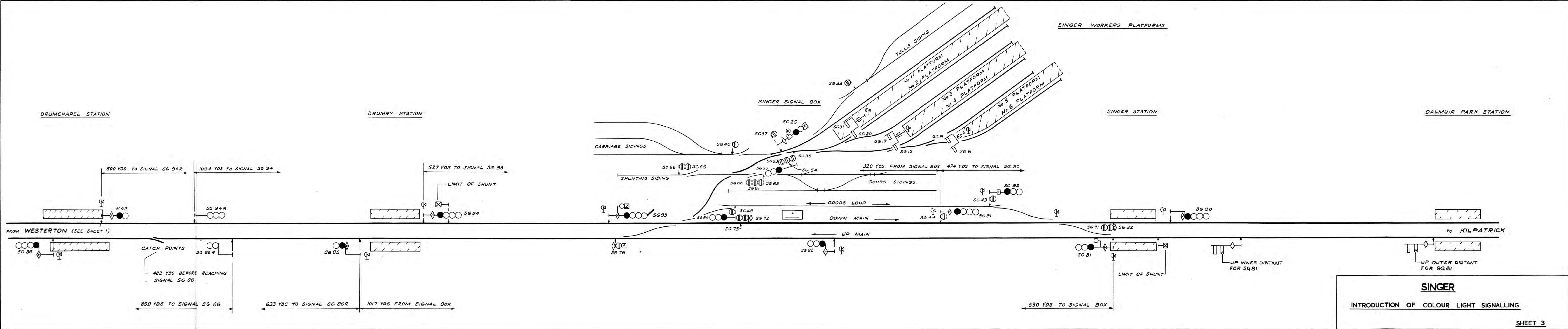
DRUMRY STATION

SINGER SIGNAL BOX

SINGER WORKERS PLATFORMS

SINGER STATION

DALMUIR PARK STATION



SINGER
 INTRODUCTION OF COLOUR LIGHT SIGNALLING